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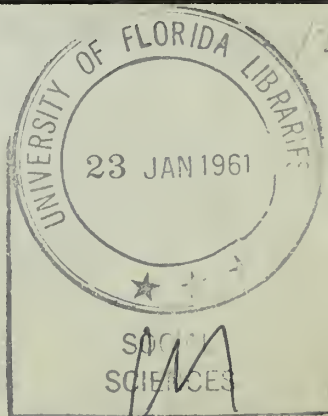
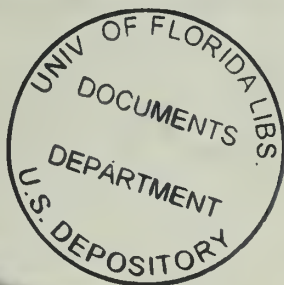




# ALL HANDS

ALL PERSONNEL INFORMATION BULLETIN

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JANUARY 1961





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1961

Nav-Pers-O

NUMBER 528

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The Chief of Naval Personnel

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• **FRONT COVER: LEAP FROGMAN** — Last member of a Navy underwater demolition team joins his fellow frogmen as he leaps into the water from a hovering helicopter during operations off the coast of Greenland.

• **AT LEFT: SNOWY WELCOME** — Cruisemen on board USS Northampton (CLC 1) get ready for good times ashore as Norwegian tug moves the CLC into position at pier in Oslo.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





# THE HELICOPTER'S

**T**HINK OF THE word helicopter and you probably envision an aircraft that can rise straight up, hover in a fixed position, land in a small space and do a couple of other things not done by ordinary aircraft.

And that, perhaps, is really about the size of it. The copter (or chopper, whirlybird, or eggbeater) can do all those things.

Copters are not only versatile in their flying ability. They also have

**WHIRLYBIRD** pilot has a word with crew member before taking to the air.



many uses. In the Fleet today they carry out antisubmarine warfare duties and general utility duties of many types. They are even turning to in a minesweeping role.

These duties point to another aspect of helicopters. More and more ships are carrying them on a regular, full-time basis. At present 15 types of ships are in this category. Copters are carried by all active service cruisers and aircraft carriers, by amphibious force flagships, amphibious assault ships and by some dock landing ships and tank landing ships. They are quite often seen aboard icebreakers, surveying ships, cable-laying ships and aviation supply ships. As the DASH (Drone Anti Submarine Helicopter) system progresses, destroyers and destroyer tenders are being equipped to handle helicopters.

**I**T'S NOT THE SIMPLEST thing in the world for a ship to handle helicopters. At first it would seem a mere matter of clearing away a topside area for a makeshift flight deck, and of setting aside a few bunks and lockers for the copter detachment. More than that is needed, however. Provisions have to be made for stowing the H/C when not in use, and for fueling, servicing and repairing it.

With the ever-increasing use of

copters in the Fleet, more and more Navymen are learning what veteran copter-men have long known: The copter can do many things that are quite impossible for propeller-driven airplanes. Here are some of those specialties:

- Vertical or high-angle take-off and landing.
- Hover (or remain in a fixed, air-borne position).
- Sideward flight.
- Rearward flight.
- Flying in small square patterns and small figure-eight patterns.
- Turn on a spot.
- Backward take-off.

Some of these evolutions may sound like mere fancy flying-circus stuff—but they all have their uses. The copter pilot can thoroughly cover small sectors of sea or land by flying in square patterns or figure-eight patterns. Also while searching, he can make a full sweep of the compass while remaining in a fixed position by turns on a spot.

A backward take-off is valuable when a shipboard chopper faces an array of masts, stacks and antennas. Rather than risk trying to clear those hazards on a forward or even a vertical take-off, the pilot merely eases his copter off the deck and away from danger in a backward take-off.



The same situation applies on land when his copter faces a cliff, trees or a large building.

**A** COPTER PILOT is a busy man. His aircraft needs constant control. The blades of the H/C's main rotor serve as wings; in a sense. They give the machine its vertical and horizontal motion.

The helicopter's vertical lift is controlled by varying the pitch of the main rotor, each rotor blade acting as a wing. The rotors revolve at a fairly constant speed and the amount of lift is controlled by adjusting the pitch of the blades. The pilot does this through his *collective pitch control lever* which gives the copter its vertical lift and helps to keep it aloft.

There is also the *cyclic pitch control*. This changes the pitch of each blade at certain points of the rotor's

# ROLE

cycle of revolution. For forward flight the pilot uses his cyclic to cause the blades to take a larger bite of air during the after part of the revolution. The result is that the rotor (viewed as a disk) rises aft and lowers forward. In other words, the plane of the rotor is tilted. Since there already exists a vertical lift, when a tilt is applied to that lift, forward motion is the result. It is for this reason a copter is always tilted toward the direction in which it is

**SEA TAXI**—Helicopter's versatility makes it a jack-of-many-trades while at sea.

flying. Thus, a helicopter in forward flight appears to be flying nose down.

Through the use of the cyclic the pilot can also give his aircraft side-ward flight or backward flight.

**A**T THE TAIL of many H/Cs is a tail rotor. It is mounted on a horizontal shaft—in contrast to the vertical shaft mounting of the main rotor.

One purpose of the tail rotor is to change the copter's heading. Its main purpose, though, is to provide an anti-torque effect. The turning of the helicopter's engine produces a torque—which is taken up by the fuselage. The fuselage then tends to spin around.

The tail rotor serves to offset the spin. Should a copter suffer a cas-

**TEAM MATES**—Copters are an important part of Navy's sub hunting team. Here, an HSS listens with sonar gear.





**WATER BIRD**—Amphibious HSS-2 copter with all-weather capabilities is powered by two turbines and has ability to seek out and destroy subs.

uality to its tail rotor the whole aircraft will soon start spinning rapidly—a most gulp-making situation.

Some copters have two main rotors. Turning in opposite directions, they cancel out the torque effect. This does away with the need for a tail rotor. Its place is often taken by a tail plane, which provides added stability.

Auto-rotation provides a special

safety feature of helicopters. In normal powered flight, air is drawn downward through the rotor system. Auto-rotation, however, reverses the airflow with the air flowing upward through the rotor. Through the use of a free-wheeling device in the transmission system, the rotor is disengaged from a dead engine—and the spinning rotor slows down the descent of a disabled copter. Skilled pilots can set their whirlybirds down to a feather-mattress landing with or without engine power over a suitable landing area.

**T**HE NAVY RECEIVED its first production-line helicopters in 1945. Though some progress was made during the following few years, it was not until the Korean action of 1950-54 that the copter had a good chance to show what it could really do. More and more jobs have been assigned to it. At the present time it carries out its duties under the four major headings: ASW, minesweeping, general utility, and vertical envelopment.

#### **Antisubmarine Warfare Helicopters**

—A key member of the HUK (hunter killer) team, the copter is equipped not only to detect a submarine but also to destroy it. The submarine is detected both visually and by means of sonar. For detection by sonar, a sonar ball is lowered by a cable from the copter into the water.

After detecting the target, the copter can destroy it with torpedoes or depth charges. Or it could call in other air-surface units to destroy it.

The fact that the H/C is itself airborne makes it almost invulnerable to attack from the submarine.

Mainstays of the ASW copters are those of the HSS series. Of this series, the HSS-2 is the latest. This aircraft mounts a five-bladed rotor driven by two gas turbine engines, each rated at 1050 shaft horsepower. The fuselage is 54 feet, 9 inches in length and the blades are nearly 19 feet above ground level. On an ASW mission it would carry a crew of four: Pilot, co-pilot, sonar operator and relief sonar operator. Its top speed at sea level is 138 knots, and it can climb at the rate of 1800 feet per minute. In an emergency it can take off or land on the water.

There are eleven **HELANTISUBRONS** in the Navy. Six squadrons are in the Atlantic Fleet, five in the Pacific.

**Minesweeping Helicopters** — These have been working with minesweeping surface units since early in the Korean fighting. At first it was pretty much a matter of the copter's crew spotting the submerged mines and then directing the minesweepers to the location. Later, the concept of a copter as a flying minesweeper received more and more attention.

That's the way it works at present. A ship-type minesweeper streams its gear and proceeds. The copter then makes a parallel-course approach and hooks onto the sweeping gear, which at the same time is released by the minesweeper. With the gear in tow—and for the greater part submerged and in a position to sever mines from their moorings—the copter then moves along, flying several feet above the track to be swept.

The copter's gear is spread out in a "V." To sweep wider areas, surface sweepers proceed on a parallel course, keeping just inside one of the legs of the "V." The lead position of a group of water-borne sweepers is the dangerous spot, for normally there is nothing to protect the lead sweeper should a mine be in the ship's path. But the coptermen need not worry about a submerged mine in their copter's path. They simply fly right over it and cut it from its moorings.

After the mine floats to the surface it is destroyed by gunfire.

**General utility helicopters** — The Navy has three **HELUTRONS** (Helicopter Utility Squadrons). Several detachments comprise each squadron. These detachments, which are



**LIFE SAVERS** — Supported by hoist from copter, an airman is guided into copter during sea-air rescue.



not permanent organizations, are widely deployed. In one recent period, for example, busy **HELUTRON One** (based at Ream Field, Imperial Beach, Calif.) had detachments aboard four attack aircraft carriers, three icebreakers, one surveying ship, one **MSTS** transport and one Fleet oiler. Of its 13 detachments, only three were at the home field.

Just before that period, one of the squadron's outfits (9-60) had been operating in Korean waters. It consisted of a **LTJG**, an **AD1**, an **AT2** and two **ANs**. In less than one month, 9-60 undertook the following details: Mine reconnaissance for Mine Flotilla One, radar calibrations and assisting a downed **P5M** that had lost one engine.

The performance of that tiny outfit gives a hint of the variety of tasks of general utility **H/Cs**. They transport personnel, mail and light cargo from one ship to another; haul personnel, mail and light cargo to locations in the Arctic or Antarctic; carry tons of delicate instruments into otherwise inaccessible areas of mountain regions for hydrographic purposes; search for leads in the ice for icebreakers.

Search and rescue is another role for Navy copters.

To many persons the main job of a helicopter is one in which the **H/C** takes a position astern of an aircraft carrier during flight operations, ready to rescue a downed pilot. This was one of the very earliest duties of Navy copters and it is still one of their most common tasks. As plane guard, a chopper is known, understandably enough, as the duty angel. The task of the duty angel's pilot is becoming more difficult with every advance made in pilot ejection. Instead of staying with an about-to-ditch airplane, pilots are more likely to eject. As a result, the downed pilot will most likely be farther away from the plane guard station than if he had remained in his airplane. He is also smaller and harder to spot. Consequently the copter's pilot has to take a longer time to spot him and to get to him.

Present day task forces reach from horizon to horizon and often beyond. This dispersion brings another aspect of the helicopter into focus. It is the sole physical link between ships of a dispersed task force. Copters have taken on many of the jobs that in pre-**H/C** days were done only with a highline transfer—the transfer of



**ON DECK**—Antisubmarine warfare carrier **USS Bennington (CVS 20)** makes a hard right turn as copters stand by on flight deck during operations at sea.

personnel, mail and light cargo.

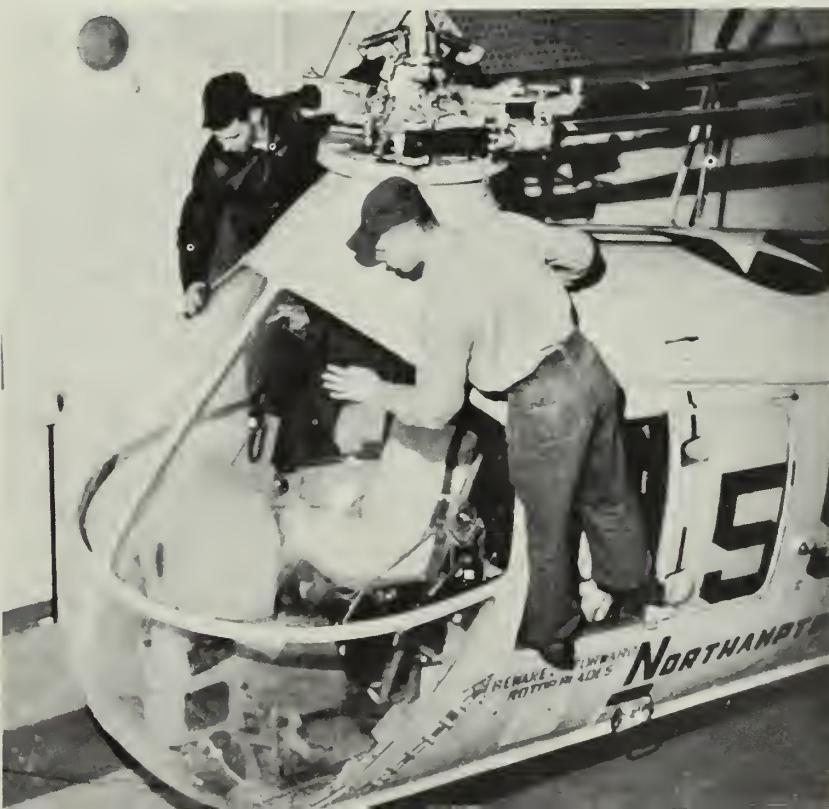
Rounding out the general utility tasks is litter evacuation.

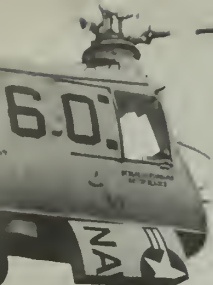
Utility copters carry the "**U**" in their designation. Operational "**U**" copters are the **HUK**, **HUP**, **HUS** and **HUL**. Though it is basically a training **H/C**, as indicated by the "**T**," the **HTL** also does general util-

ity work, much of it in connection with icebreaker operations.

**Vertical Envelopment Helicopters**—Vertical envelopment and vertical replenishment are made possible only through the use of helicopters. Here is an up-and-over way of making an assault landing, and of supporting the landing, which the U.S.

**BEHIND THE ROTORS**—Crew checks copter aboard **USS Northampton (CLC 1)**.





**MAIL CALL**—Welcome sight for Navy-men on the seas is a whirlybird flying to ship bringing news from home.

Marines pioneered. Though the pilot and passengers are, in the main, Marines, the ships from which they operate are manned by Navymen. Termed amphibious assault ships (LPHs) there are three of these ships now in commission: *uss Boxer* (LPH 4), *uss Thetis Bay* (LPH 6) and *uss Princeton* (LPH 5). Two more are being built: *Iwo Jima*

(LPH 2) and *Okinawa* (LPH 3).

While the others are converted support aircraft carriers, *Iwo Jima* and *Okinawa* are being built from the keel up as LPHs. They have been designed around that very special type of aircraft known as the helicopter.

**V**ARIATIONS ON A THEME — A helicopter is one of a type of aircraft known as *rotorcraft*. Another is the autogyro, which was popular in the 1930s. The autogyro quite often has fixed (though stubby) wings and receives its forward motion from a nose-mounted propeller or wing-mounted propellers. Though the autogyro is distinguished by a main rotor that greatly resembles the copter's main rotor, there is one large difference. The autogyro's main rotor is entirely free wheeling; not connected to a power drive. The autogyro does not take off vertically. Instead, it needs a running take-off, much like that of a conventional airplane. After the autogyro gets speed the rotor starts spinning. Lift comes primarily from the spin.

The success and versatility of the helicopter have pointed to the possibilities of other related areas. These are rotorcraft of the VTOL or STOL type—that is, Vertical (or Short) Take Off and Landing. There are two families under the VTOL/STOL heading. One is the "tail sitter," of which the XFV-1 and XFY-1 *Pogo* planes of the mid-1950s are the prime examples. A tail sitter looks much like a winged rocket sitting on

its tail. A set of counter-rotating propellers in its nose give it its thrust. The pilot climbs a ladder, enters the cockpit and lies back. He makes a vertical take-off and after he reaches the desired height noses his plane over into normal horizontal flight. His landing is made in a similar but reverse manner.

**I**N CONTRAST to the tail sitters are VTOL/STOL aircraft of various sorts that might be considered *convertiplanes*. The use of oversize propellers or rotors is common to all of these.

The picture looks good for three types of these aircraft. One is of the *ducted fan type*. Here an encased multi-blade rotor is mounted within—or at the end of—each wing. By means of a gear-and-shaft device, the entire ducted fan can be tilted forward or skyward. In the latter position it can make a take-off or landing. When the pilot swings the ducted fan into the forward position, the aircraft assumes a normal type forward flight.

Next is the *tilt wing type*. In this, the rotors remain fixed to the wing. The wing itself pivots on the main fuselage. Then there is the *deflected slipstream type*. Its rotors are mounted in the usual position for a two-engine airplane, on the forward part of the wing. Aft of each engine, however, is an extremely large deflector or flap to deflect the slipstream downward. This is something like a sailing ship that is powered by its own wind-making machine.

**WELCOME ABOARD**—HUP from *USS Forrestal* (CVA 59) settles on fantail of *USS Northampton* (CLC 1) with guest.







**SNOW BIRD**—A helicopter from USS *Glacier* (AGB 4) rests on Antarctic ice while Navymen explore polar region.

**N**AVY PLANNERS are also interested in yet another development in the H/C field, the *compound helicopter*. Essentially, this is a copter-like aircraft that still retains the main rotor, drops the tail rotor and adds conventional type engines and propellers in the normal two-engine bi-plane position. Since the engines must be far enough away from the fuselage for the propellers to rotate freely, they are mounted on the wings.

Like present type H/Cs, the compound helicopters can take off vertically (or nearly so) and then shift over to forward flight. After reaching shift height, the compound H/C's rotor gears become disengaged and the rotor starts free wheeling on its own, with the propellers giving the forward motion. Here is a throwback to the autogyro idea, with the free-spinning rotor adding to the lift.

It is easy to see that the idea of vertical take-off and short take-off flight has many applications. Long before the days of the Wright brothers, curious and intelligent men were aware of this, drawing designs or building models of pre-helicopters. The efforts along the lines of the helicopter were, in fact, greater than those along the lines of the conventional prop-driven airplane.

However, the impact of the Wright brothers' demonstration of the possibility of power-driven flight with their type of fixed-wing airplane

changed the whole course of development. With the prospects of prop-driven flight so bright, and with the numerous advances along those lines in the next few decades, helicopter development came to a halt. In short, aeronautical leaders were so busy developing the airplane that they didn't go along with the copter types. But the idea was always there.

In the 1880s, Thomas Edison experimented with a vertical rising device driven by an electric motor. He

concluded that no helicopter would be able to fly until someone came up with a more efficient engine.

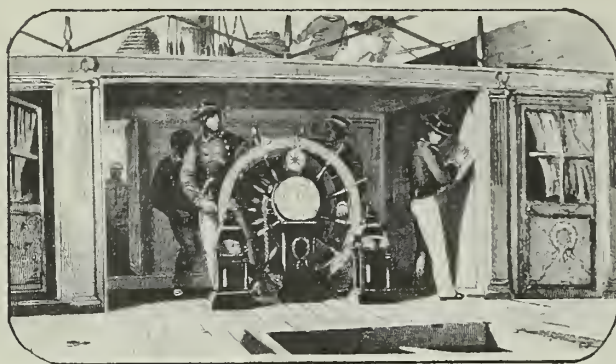
Later he predicted: "Whatever progress the airplane might make, the helicopter will come to be taken up by the advanced students of aeronautics."

If Tom Edison could take a short cruise in the Navy today, he'd realize that he was as good a prognosticator as inventor.

— Wm. J. Miller, JOCM, USN

**NEW HOME**—Helicopters have now joined the destroyer forces. USS *Hazelwood* (DD 531) is first of a group converted to handle remote control copters.





# NAVY NEW

**E**ACH YEAR on New Year's Eve the OOD with the 0000 to 0400 watch is encouraged by Navy tradition to write his log in verse. Yet he is also bound by Navy regulation to enter certain information in the log. To combine the two is difficult.

Usually a log entry is "for official

## **USS Wedderburn (DD 684)**

*This watch, says tradition, must all be in rhyme,*

*We're thankful, however, it's only one time.*

*Once again it's New Year's on ye olde Wedderburn,*

*And I stand the midwatch because it's my turn.*

*NRF, San Diego, in Berth 24,*

*Port side to Pier Two, we're moored as before.*

*Standard mooring lines doubled and a wire out aft,*

*A security watch roaming and checking on draft.*

*'Longside to starboard: Duncan, Henderson, Kidd;*

*Arriving later than we, they still moored as we did.*

*There are many ships here from our Western Fleet;*

*The Pacific Reserve also, mothballed and neat.*

*All of our services come from the pier,*

*They bring water and power — but no New Year's cheer.*

*COMFIRSTFLT is SOPA at N.A.S.,*

*His forces are ready and eager for test.*

*The ship's all snug in condition YOKE,*

*As the watch greets the New Year with coffee and coke.*

*—ENS Wayne N. Raugh, USN*

## **USS Compton (DD 705)**

*Home from her travels, the Compton now rests*

*At Pier One, Newport, in a five-vessel nest.*

*'Twixt Gainard and Benham in Berth 144,*

*You'll find the old Compton quite standardly moored.*

*At the pier is the Dickson, then comes the Davis,*

*Then Gainard and Compton — what a berthing they gave us!*

*While other Atlantic Fleet units lie near,*

*District and harbor craft also live here.*

*Our SOPA, COMDESLANT, is Admiral Taylor,*

*Who's responsible here for many a sailor.*

*His home's the Yosemite — a fine ship is she —*

*She tends all the DD's and rare goes to sea.*

*As for us, we have Number Four Boiler in use;*

*Number Two has been given a jolly good boost.*

*Condition of readiness IV has been set,*

*And Baker as well, so no one gets wet.*

*Our One and Two Generators are currently on,*

*And only a fraction of the crew is now gone.*

*Why all the readiness? The reason's a beauty;*

*The Compton has earned the (blank) ready duty.*

*—LTJG J. E. Moore, USNR*

## **USS Forrest Royal (DD 872)**

*I had just relieved the watch, still rubbing my eyes,*

*When I witnessed a ceremony that was quite a surprise.*

*A brash young babe came charging aboard,*

*"Where's the man I relieve?!", the young lad roared.*

*A bearded old figure, beaten and worn,*

*Stepped out of the shadows to greet the new-born.*

*"You are relieved, old man, be on your way,*

*You have made history and had your say."*

*"Attention, youngster," the old gent warned,*

*"You'll not relieve as soon as you're born.*

*There is information you'll need to know,*

*Running the world's not a one-man show.*

*Help you must have to get started right,*

*So I'll have my say, then fade into the night.*

*This ship we are on is one of the best,*

*She is now in Newport for a well earned rest.*

*She has served me well, as she surely will you.*

*Berth Two-forty-five, we're here in Pier Two.*

*Boiler Two is going, Generator One gives us power,*

*And the security watch is reporting each hour.*

*Condition Yoke is set, standard lines are secure,*

*The barometer holds steady, weather's cold and clear.*

*She's in a nest of six ships, of old DESRON Ten —*

*The type squadron you need if you're going to win.*

*It's the Sherman, the Abbot, the Robert and Roan,*

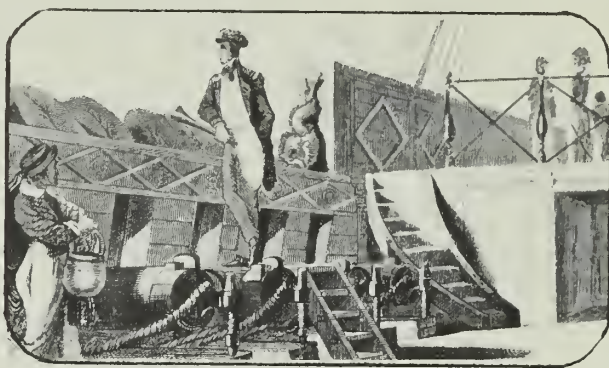
*Then the Royal and Hunt in the order just shown.*

*The ships present are many as you can see,*

*We have used them all to keep the world free.*



# EAR'S LOG



use only." However, it has become almost traditional for some of the entries to be published.

Here are excerpts from a few New Year's Eve entries that have been sent to us in the past. We don't say they are the best ones to be written, but they are typical.

COMDESLANT's the big boss, he's  
running this show,  
And SOPA is quartered in  
the Yo-Yo."

The old man straightened, said  
"I stand relieved."

The young man had sobered,  
listened, believed.

—ENS B. L. Sample, USN

## USS St. Paul (CA 73)

'Tis not enough to write the log  
In routine, orderly prose,  
Tradition states that it shall rhyme  
As any mariner knows.

For this is such a special night  
For the mighty Fighting Saint,  
Moored starboard side to Berth 34  
Half shorn of her powder and  
paint.

She's undergoing overhaul  
In Long Beach, southern Cal.,  
A normally proud and gleaming  
ship,

She's embarrassed like any gal  
To know she's not in fighting trim,  
No guns, no fuel, no steam,  
But very soon the day will come  
When once again she'll gleam.

She's moored with standard  
mooring lines  
Which are doubled all around,  
The one-and-five-eighths-inch ropes  
On bow and stern are sound.

Another mighty cruiser  
Is moored to port tonight,  
Bremerton is her fighting name,  
Her Christmas lights all bright.  
Her mooring lines are standard too,  
And doubled like the Saint's;

A breasted line amidships  
Helps stop her from mixing  
paints  
With other mighty ships close by,  
Whose names we list with pride.  
Toledo, with COMCRUDIV One,

Is resting on the tide.  
Los Angeles is here tonight,  
Another cruiser true,  
COMCRUDIV Five adorns her mast  
With his stars of white on blue.  
The Hornet should be mentioned  
here,

Another famous ship,  
Rochester too is down the way,  
Just back from a short sea trip.  
Units of the Pacific Fleet,

In various shapes and forms,  
Along with many district craft  
Are here to hear the horns  
That mark the birth of a bright  
new year

And shatter the peaceful sleep,  
Of thousands of people everywhere  
Who know that we will keep  
The peace and quiet of many such  
nights

Carefree and fun for all,  
By sending our ships throughout  
the world  
On a critical moment's call.

Condition of readiness IV is set —  
This merely means we're ready  
For anything that may arise —  
Our watch is taut and steady.  
Condition X-Ray's set, of course,  
For every hatch and door.  
Senior officer present afloat  
Is COMINPAC ashore.

—LTJG C. P. Willis, USN

## USS Mansfield (DD 728)

Like it's New Year's Day already,  
man,

But here we sit, tight on  
this can.  
We make it with lines, six-inch  
the size,  
On Pier Six — us and two  
other guys.

Sixty-two-and-a-half is the berth

It's real gone, far off this earth.  
Now here's the setup; We're hip  
to hip

Next to a cat, that Larson ship.  
From the pier to the left,  
here's how it goes:

Turner Joy, Larson, then our  
side shows.  
DD Nine-fifty-one, the first,  
is real neat.  
But Eight-three-oh, a little  
more beat.

The mooring lines — like they're  
all doubled,  
A wire forward, like man,  
no trouble.

The whole bit's being run from  
the shore,  
They give us the stuff —  
juice and more.

Now the show is cast in Long  
Beach, Jack,  
We make the shipyard, we're  
in that pack.

Course there's others on the  
scene, Dad —  
Big ones, small ones, they dig  
this pad.

The Hornet's here — the  
Toledo's beat —  
A swinging group, this  
Pacific Fleet.

COMINPAC is king o' the hill  
He's top-billed in this metal mill.  
But the king, too, has left the hive,  
So to the bag, I'm hardly alive.

—ENS A. R. Battaglini, USN

This should give you an idea of  
how a traditional New Year's Eve  
log is written. If you were the lucky  
one who caught the first watch of  
1961 and you tried your hand at  
this sort of thing, we'd be pleased  
to receive a copy for possible future  
use.—ED.



**HEADED FOR THE FLEET**—Raising of national ensign on stern of USS Dewey signified the new Terrier-packing DLG was in commission and ready for sea.

each crew member. Bunks are arranged in tiers of three, and have foam-rubber mattresses. Partitions section off each tier, offering more privacy than usual. Each bunk has its own reading light.

Air-conditioning maintains an even temperature practically throughout the ship. Even the engineroom has not been overlooked. It has a centrally located air-conditioned operating station. The messing compartment is decorated with mounted photographs on the bulkhead and a variety of artificial plants. The port-holes have drapes, and each mess table is covered with a checkered tablecloth.

Galley equipment includes automatic ice cream machines, improved bakery shops and ice machines.

Dewey's bridge is fully enclosed. The accent is on visibility, which provides added efficiency and comfort for all topside watchstanders.

The new destroyer leader can

# Dewey: Missile-Packing

**F**IRST-COMMISSIONED of the 10-ship group of *Farragut*-class guided missile frigates is *uss Dewey* (DLG 14), named after Admiral of the Navy George Dewey, hero of Manila Bay.

Old-timers, accustomed to the living conditions to be found in older

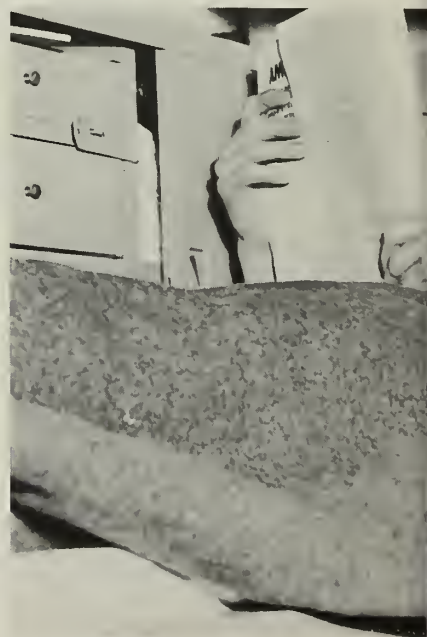
type destroyers, will be inclined to shake their heads in disbelief as they tour the ship. Here are some of the things they will find:

Full-size lockers are integral with the bunks. They contain enough stowage space to accommodate the contents of the largest seabag of

start, stop, turn or change speeds with completely automated boiler operation.

*Dewey* is the first ship built from the keel up to fire guided missiles. Her twin launchers handle *Terrier* missiles, which are capable of destroying aircraft traveling at super-

**THIS IS A SHIP?**—Living on board USS Dewey (DLG 14) is the most, as photos of crew's mess and bunk clearly show.





sonic speeds and at altitudes above those reached by conventional gun systems.

Missiles are selected from below-deck magazines and placed upon a launcher which is trained, elevated and fired automatically. The operations are directed from a weapons control station on the lower level of *Dewey's* split-level combat information center.

The surface-to-air *Terrier*, weighing approximately 3000 pounds, is propelled by a two-stage solid fuel rocket motor. It is guided in flight by a radar beam sent out from the ship.

Backing up the missiles are five automatic rapid-fire guns: a 5-inch/54 and two twin 3-inch/50's. The latter have the advantage of each being on a separate fire control system, allowing for greater mobility in tracking and firing on targets.

This ship has the latest radars and can detect targets more than 200

# frigate

miles distant. As the target closes, a special tracking radar determines its range, azimuth and altitude.

By flipping a switch on *Dewey's* closed-circuit TV, the CO and conning officer can obtain a continuous picture of the summary plotting board in the combat information

**DEWEY stands high at launching.**





**FRIGATE MEETS FRIGATE**—Guided missile frigate *USS Preble* (DLG 15) moored in Norfolk, Va., at the same pier with first frigate, *USS Norfolk* (DL 1).

center. They can thus obtain a view of all air and surface targets held by radar. The same TV also serves the weapons control in the lower

level of the combat information center.

*Dewey's* main antisubmarine weapon is *Asroc*, a rocket-propelled

acoustic homing torpedo. The eight-round launcher is mounted on the bow. Its nickname is "the coffin," which it somewhat resembles.

Also included in *Dewey's* ASW equipment are a pair of triple-tube torpedo mounts installed on the main deck. Antisubmarine homing torpedoes are fired from the triple tubes.

Increased speed and maneuverability are the result of *Dewey's* light superstructure—375 tons. The use of steel would have caused it to weigh more than 1000 tons.

*Dewey's* high bow is a contributing factor to stability in handling. At high speeds the effect of bow waves is greatly lessened. The difference is quite noticeable.

*Dewey* is scheduled to join her sister ships of Destroyer Squadron 24 in February. With all her features, it's a safe bet that lots of Navymen will be coming aboard for a first-hand look at one of the most modern ships in the Navy.

### —And Here's a Taste of Life in an Old Time Frigate

*Everyday living on such modern ships as Dewey offers quite a contrast to that of the sailing Navy. Here is a report of a young recruit, Charles Nordhuff, of 1844, telling of the shipboard sleeping and eating facilities of that time.*

I HAD READ of sailors sleeping in hammocks, but had before this no proper or definite idea of what might be the shape of that most necessary article. As I was holding it in my hands, with a rather puzzled air, a sailor took me in charge.

We proceeded to the lower deck, where I was shown a number of hooks set into beams and carlings overhead. The little strings—clews they are called—were used to suspend the hammock between two of these hooks, thus making a swing-

ing bedstead, about four feet from the deck or floor. Into this bedstead were placed a rag-and-shaving mattress and dog's hair blankets, and the affair was pronounced ready.

"But," said I, "it swings." I was ashamed to confess that I was afraid to fall out of so unsteady a resting-place.

"Now let us see if you can jump in," was his only reply.

A match tub was brought for me to stand upon; then I was told to catch hold with my hands of two of the hooks, give my body a swing, and alight in the hammock.

Here I soon found that it was not a difficult matter to keep from falling out. I was next shown how to tie or "lash" it up.

It was now supper time, and the

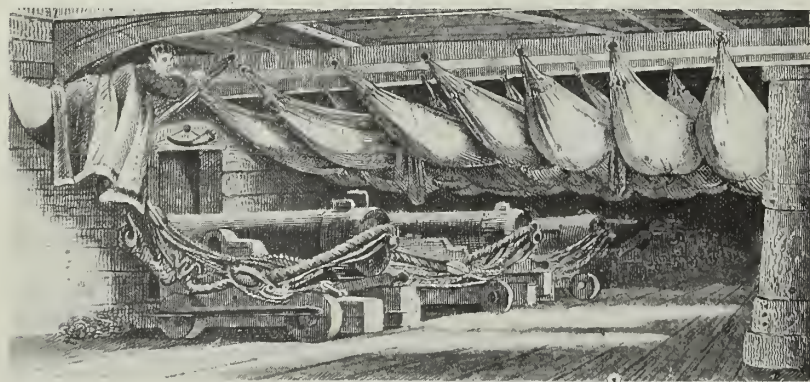
cook called "come and get your tea." I got my pot, pan and spoon, as the rest did, and proceeded to the "galley," where each individual was served with a quart of tea, ready sweetened, with which we betook ourselves to the mess, where, in a "mess chest," are kept the bread and meat, and whatever else may constitute the daily allowance of food.

Here the acting "cook of the mess" had set our supper out on a "mess cloth" on deck. It consisted of sea-bread, raw salt pork, cold boiled potatoes, and vinegar.

We gathered around the cloth, each one bringing his tea, and a seat, although some squatted right down on deck.

I waited patiently for my share until the rest were helped. One of the sailors seeing this, cut me a large side of fat salt pork, gave it a dip in the vinegar pan, and laying it on a cake of bread, handed it to me saying, "Eat hearty, my lad, and give the ship a good name."

I was quite willing to do so, but at sight of the raw meat which was being consumed on all sides of me, my appetite failed me, and I was content to eat a little bread and tea, and look on at the performance of the rest. I soon learned, however, to like sailors' prog.







LVT IN LSD—Chinese Nationalist LVT maneuvers into its position in well deck of the *USS Gunston Hall* (LSD 5).

# LSD Schoolhouse

The crew of the dock landing ship *uss Gunston Hall* (LSD 5) turned teacher for a spell recently, with *Gunston Hall* itself serving as the classroom.

A San Diego-based unit of Amphibious Squadron One, currently operating with the Seventh Fleet in the Far East, *Gunston Hall* spent a week at Tsoying, Formosa, training the Chinese Nationalist prospective crew slated to man the dock landing ship ex-*uss Whitemarsh*.

*Whitemarsh* was taken out of mothballs some time ago for transfer to the Republic of China under the U.S. Military Assistance Program. She is scheduled to be commissioned in the Chinese Nationalist Navy as the *rcs Tung Hai* (LSD 191.)

Officers and men of the prospective *Tung Hai* crew boarded *Gunston Hall* early each morning and left late in the afternoon during the week of intensive training.

*Tung Hai's* fledgling crew proved eager to learn, and the ability of many of them to speak and understand some English helped immensely in speeding up their training.

Once *Gunston Hall* crew members had demonstrated the proper steps in flooding of the well deck, and in the control and handling of landing craft entering and leaving the "dock," their Chinese counterparts were ready to take over.

Some of them, formed into teams, manned radio circuits and the signal station used to control movement of landing craft into and out of the dock. Others, members of the deck force, practiced handling of lines, and the positioning and gripping down of landing craft inside the dock. Chinese engineering personnel

learned the operation and maintenance of all of the machinery involved.

A close feeling of camaraderie and mutual respect sprang up between the two groups of Navymen during their week together. And the Nationalist Chinese were both impressed with, and grateful for, the thorough training they had received—so much so that at week's end Captain Wang Ting Chih, prospective CO of *Tung Hai*, presented *Gunston Hall* with a plaque.

Inscribed in Chinese, it reads:  
*"To Officers and crew of the  
 uss Gunston Hall (LSD 5)  
 The pattern for our ship  
 Presented by  
 Commanding Officer T. C. Wang and  
 All Hands of RCS Tung Hai  
 (LSD 191)*



LEARNING—Chinese officers observe from catwalk. Below: LVTs and crews.





SEABEE gets into his protective gear to survey the area of the blast.

← being taken under a program developed by the Bureau of Yards and Docks. Essentially, BuDocks envisions that the Civil Engineer and associated Group VIII personnel have the basic capabilities, background and equipment resources to form the nucleus of the base recovery forces needed in the event of nuclear disaster. Our present Mobile Construction Battalions, backed up by the 9,000 organized Reserves, can be prepared to respond, in the event of nuclear attack or other emergency, with action similar to that of the fire department of a large American city.

Selected battalion personnel are being given education and specialized training to mold them into highly efficient and equipped mobile "crisis crews" in complete readiness to move to the scene of disaster and

# Seabee Mobile Recovery

**N**UCLEAR-AGE SEABEES are to have another role. Under a program recently started, the construction specialists who proved their ability to fight as well as build during World War II are now undergoing training which will fit them as Mobile Recovery Task Forces. Their function will be to handle operations vital to recovery either from large-scale enemy attack or isolated peacetime accidents of a nuclear nature.

In World War II, Seabee battalions set the stage for our fighting

forces by building and maintaining overseas base facilities, and when necessary, taking up arms in their own defense. In the cold war world, where possible nuclear attack or nuclear accident may demand all the skills we can muster, present day Group VIII personnel will be readied to move in on the scene of the emergency—equipped and trained to carry on operations of recovery, rescue, demolition, firefighting, decontamination and repair.

The first necessary steps are now

carry out emergency recovery operations.

Such forces will materially assist in keeping the naval shore establishment operating and ready to service the Fleet in a general war of a nuclear nature. Even in peacetime, the ever-present hazard of accident to nuclear weapons or nuclear reactors demands the presence of trained and skilled task forces to cope with the aftermath of such eventualities.

BuDocks has prepared and equipped five aluminum trailers to

DANGER ZONES are recorded and marked off by CB team as secondary explosion occurs in a nearby building.





serve as mobile classrooms for training the recovery task forces. Each carries equipment for 80 trainees and has a tractor-truck prime mover with a special six-man cab for the instructor crew.

A cadre of 34 active Group VIII personnel has been selected to serve as instructors. Prior to assuming instructor status, selected personnel have received specialized training by attendance at the five-week course in Atomic, Biological and Chemical Warfare Defense at Fort McClellan, Ala., and a four-week course at the Instructor School, Norfolk, Va., or San Diego, Calif.

Group VIII graduates of the Fort Belvoir Nuclear Reactor School form the nucleus of the instructor group.

Two trainers have been assigned to Construction Battalion Center, Port Hueneme, Calif. One is providing instruction to the MCBs and active duty Reserves. The other is touring West Coast states providing



**WRAPPED UP**—Teammate seals off sleeves with tape for added protection.

liton and fire fighting, utility repair, and disposal of contaminated waste.

*Third and fourth weeks:* Radioactive decay, effects and output of nuclear weapons, effects of radiation on personnel, detection and monitoring, individual and group protection, requirement for shelters and their utilization, management of mass casualties, decontamination, field exercise, reactor incidents, target analysis, recovery organization and operational readiness.

The only difference between the courses given to active Group VIII personnel, as contrasted to Reserves, is the portion covering nuclear accidents. In the event of a national emergency Reserves will receive this type of training.

**Nuclear Accidents**—Accidents to plutonium-bearing weapons may occur as a result of fire, shock or other means while in storage or transit, resulting in destruction or detonation.

In an HE explosion, plutonium will probably be scattered as small bits of shrapnel-like metal. It is also possible that a small fraction of the plutonium may be oxidized and distributed along with the smoke and dust of the explosion. The fineness of the oxide particles permits them to be airborne or resuspended with resultant deposit over large areas. Plutonium oxide has practically no decay in time (half life: 24,300 years). Personnel hazard is principally from inhalation or ingestion.

Present responsibility for handling

peacetime nuclear weapon or reactor accidents is assigned to district commandants. However, to provide expert consultant services to local recovery forces, two "plucon teams" (plutonium control) are maintained—one at Indian Head, Md., and one at San Francisco, Calif. These groups are alerted whenever movement of a nuclear weapon is scheduled through their respective areas. The Mississippi River is the dividing line of the areas.

These plucon teams are largely composed of civilian personnel. Administratively, their civilian status raises many problems owing to the necessity of preparation for worldwide travel on military planes; the lack of funds to pay for overtime; and the irregular hours resulting from such alerts. BuDocks hopes

**TRAILERS** serve as classrooms to teach the Seabees the important job of cleaning up after atomic attack.



## teams

weekend training exercises to Seabee Reserve divisions at their various locations.

Three trainers have been assigned to CBC Davisville, R.I., because of the larger number of Reserve divisions located in the eastern and southern states. One trainer will provide instruction to the MCBs while in home port, including active duty Reserves, while the other two are providing training at Construction Battalion Reserve division locations.

Here is a typical four-week course at a Seabee center. The trainers permanently assigned to the centers are staffed by nine- or 10-men instructor groups and provide a four-week course in the following subjects:

*First week:* Course orientation, introduction to atomic warfare defense, effect of nuclear explosions, detection and monitoring (radiological), introduction to Chemical Warfare, self-survival, decontamination, gas mask drill, and a field exercise.

*Second week:* Advance training in monitoring and detection, advance training in individual and group protection, engineers elements organization, decontamination—AW, BW and CW, advance training in chemical and biological agents, control procedures, rescue operations, demo-



**HOT JOB**—Simulated atomic blast marks beginning of CB's recovery job.

eventually to replace these teams with Group VIII personnel after they have been adequately trained.

**CBRD Weekend Exercises** — Naval district commandants have been requested to notify commanding officers of Naval Reserve Seabee divisions of the date the trainer is scheduled to visit them, with a request to combine four nightly week drills into one weekend exercise of 16 hours.

Each mobile trainer is staffed by a five-man instructor crew, capable of providing instruction to 80 personnel at each exercise. Wherever possible, two or more divisions are being requested to participate in each exercise. Each trainer is equipped with

all material necessary for the exercise.

The novelty of the program conducted by the mobile trainers has captured local interest in each of the towns visited and has drawn requests for permission to participate from civil defense, fire and police officials in many towns. The sight of naval personnel demonstrating radiological and chemical warfare safety measures so far inland has amazed many local citizens.

Other Reserve Seabee units that have also participated in weekend exercises are divisions at: Boston, Fall River, Lawrence, Lynn, Pittsfield and Springfield, Mass.; Portsmouth and Manchester, N.H.; Ban-

**TESTING**—Members of team are monitored for radiation when job is done.



gor, Maine; Burlington, Vt.; Bakersfield, China Lake and Port Huemene, Calif.; Las Vegas, Nev.; and Tucson, Ariz.

**Training Active Seabees** — Fifty men from each Mobile Construction Battalion are scheduled to attend the basic course while in home port before being deployed to new overseas locations. MCBs 3, 7 and 11 have already taken the course.

For reasons of economy, Amphibious Construction Battalions will receive their training at Little Creek, Va., and Coronado, Calif. The mobile trainers will conduct on-station exercises covering the four-week basic course modified to reflect the mission of the ACBs.

**District Plucon Training** — Starting January 1961 the mobile trainers will also take on the task of training Naval District Disaster Control Forces in the specialized skills required in the handling of areas contaminated as the result of nuclear accidents. All district forces required to respond to nuclear accidents will be given team training in the specialized functions for which they have been assigned responsibility. (Training will be fleet-type field exercises generally not given at naval schools.) This training will be given on weekdays in order not to interfere with the Reserve weekend schedules.

Another BuDocks objective includes that of expanding the mobile trainer program to provide on-station training to the naval shore establishment organized Disaster Control Forces. This latter organization is composed of approximately 114,000 personnel, mostly civilians.

Plans call for the development of cadre of Group VIII nuclear instructors by cycling personnel in the various nuclear duties. The cycle of training starts with the Base Recovery Training Program for one tour, followed by one tour at the Fort Belvoir Nuclear Reactor School and one to two years at the various locations of shore-based nuclear reactors before starting over again.

A new Seabee insignia, displayed on all sides of the trainer, indicates the new Seabee role. To the familiar "Bee" emblem has been added a gas mask, walkie-talkie, protective clothing, radiological detection equipment and radiation hazard sign. The insignia has a background of a partly demolished structure and the predominant color is "radiation purple."

—A. G. Gardner





GROUND WORK—B. J. Scopland, AD2, checks compressor rotor. Rt.: P. J. Ostendorf, ADJAN, uses ultrasonic cleaner.

## Maintenance Crew

**A**T ANY NAVAL AIR STATION, maintenance is a big and important business. NAS Miramar, located just out of Los Angeles, Calif., is no exception.

Miramar's Maintenance Department works closely with the squadrons and air groups at the station on an operational level, furnishing tools, equipment and even planes. Its jobs in keeping Navy wings in combat readiness are many. Since being decommissioned as a FASRON squadron last year, it has been doing an even bigger job. The addition of the component repair program results in up to 6000 parts repairs a year.

Another responsibility of Maintenance

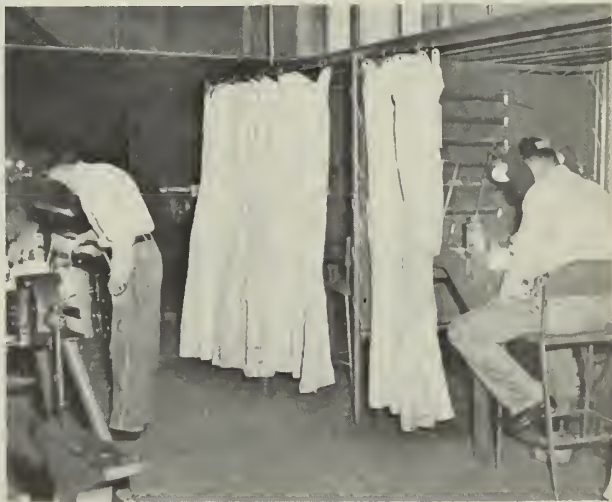
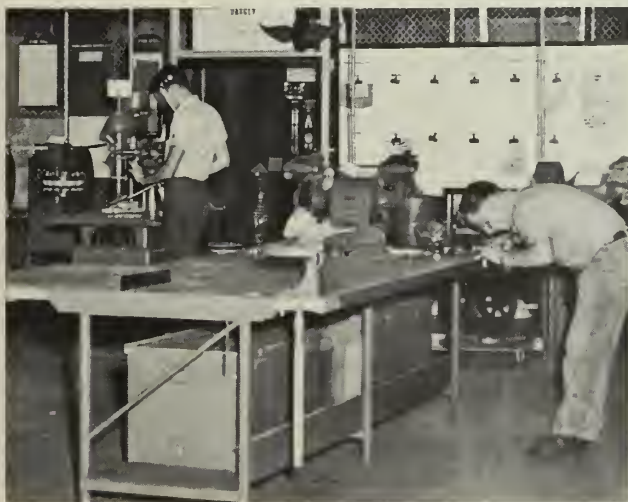
is a group of some 26 airplanes, about half of which are in a pool, as replacements for squadrons. This means that every major type of plane flown at the Naval Air Station must be kept on hand and there must be skilled Navymen on deck who know every part of each aircraft from engine to cockpit.

Maintenance spaces also include the parachute loft, oxygen service shop, tire build-up shop, and electronic facilities.

It all adds up to big business—the big business of keeping Pacific Fleet planes in the air for our nation's defense. They know how to do it.



SHOP TALK—Skilled hands work in airframes (Rt.), welding shops. Above: G. A. Leggett, AMH2, checks hydraulic line.





**KEEPING TRACK**—Seabee rigger works on radar tracking tower. Rt.: Coral is crushed to be used in making concrete.

# Space-Age Seabees Build

**W**ITH THE COMPLETION of the Tracking and Ground Instrumentation Station (TAGIS) installation for the National Aeronautics and Space Administration (NASA) on tiny Canton Island in the South Pacific, the Seabees have now officially entered the space age.

The Seabee-built installation will be completed by 1961 when the United States expects to orbit a man-carrying spacecraft around the earth as part of Project Mercury.

TAGIS 11, as the island station will be known, is one of 17 Project Mercury TAGIS installations to be built. Their job will be to track the first man in space as he orbits around the earth. They will also receive and forward scientific data gathered by the space astronaut and by instruments in the satellite.

The Pacific Missile Range at Point Mugu, Calif., which will manage TAGIS 11, will receive teletype information from Canton Island as

well as from three other Down Range Stations in the Pacific (two in Australia and one in Hawaii). In turn, the data will be relayed to Project Mercury World Headquarters at Cape Canaveral, Fla.

The Canton Island NASA Project was quite a logistic challenge, even for the Seabees. Although the island was serviced by commercial airlines, there was no commercial shipping because of inadequate port facilities. And with Hawaii 2000 miles away and the United States 4500 miles away, the expense of airlifting men, supplies, equipment and machinery to the construction site would have been prohibitive.

In addition, there were no facilities for feeding and housing construction workers. The entire construction project would have to be self-sustaining. Every item concerned with the project, such as men, supplies, materials, food and shelter would have to be shipped to the island.

**N**AVAL MOBILE CONSTRUCTION BATTALION TEN (MCB-10) commanded by CDR N. L. Martinson, CEC, USN, was assigned the job.

This was somewhat of a surprise to MCB-10 men, because when they received their orders, they were at their home port—the U.S. Naval Construction Battalion Center at

**LOADED FOR CANTON**—MSTS transport, *USNS Pvt. Frank J. Petrarca* (T-AK 250) was taken out of mothballs to carry the materials to build the TAGIS.



**ALL HANDS**





**SKELETON WORK**—Men of MCB-10 get things moved up. Below: Camp site looked like this in the early days.

# TAGIS 11

Port Hueneme, Calif.—awaiting assignment to the U.S. Naval Air Station, Agana, Guam, to continue work on a dependent housing project there.

Besides that, one group of men from MCB-10 — Detachment Alfa — was at the 1960 Winter Olympics at Squaw Valley, Calif., where they were building snow compacted roads and a huge parking lot.

Since the Alfa group was already on a job, the battalion CO created a second group of Seabees from his Battalion, designated Detachment Bravo, to undertake the Canton Island project. LTJG Jonathan C. Tibbitts, CEC, usn, was appointed to head the 80-man Canton detachment.

Working from estimates, MCB-10 selected men from the seven Seabee rates (builder, steelworker, surveyor, construction electrician, utilities man, equipment operator, and construction mechanic) as well as supporting rates such as commissaryman, yeoman, hospital corpsman and storekeeper, which would be necessary to operate independently on Canton Island.

Machinery and equipment to be installed at the TAGIS facility were assembled at Port Hueneme, which was the shipment point for the project.

More than 2500 items were col-



**WELL DONE**—Water for telemetry and control building was provided by digging this 25-foot-deep well that collected water seeping in from lagoon.





**WATER WORKS**—Ocean water collected (at right) was distilled to furnish CB construction project with water.

lected. Equipment and supplies included such items as a water distillation plant, 4000 sacks of cement, construction equipment, steel rods, tons of food, tents, a galley, lumber and nails.

Probably the most important item on this list was the food, since none is grown on the island. The first shipment of food to Canton Island for the Seabees included enough fresh provisions to feed the 80 men for 45 days and enough dry

**IRON LEGS**—Work is begun on radar tower after off-loading on island.



and canned food for the duration of the project. Additional fresh food was flown in from Hawaii.

**A** SEABEE BASE CAMP was included in the material gathered at Port Hueneme. It consisted of tents for living quarters, quonset huts for a galley and administration spaces, electrical generators, refrigeration equipment to store frozen and chilled food, and a fresh water distillation unit.

The material was shipped to Canton Island aboard the Military Sea Transportation Service ship USNS *Private Frank J. Petrarca* (T-AK 250) which was recently reactivated by MSTs. One group of Seabees assigned to the Canton Island project attended a cargo-handling course at the U.S. Naval Supply Center, Oakland, Calif., so they could off-load the ship when it reached Canton Island—there were no stevedores on the island to do the job.

Meanwhile, the men who would build the TACIS installation on Canton were being organized. An advance party of two officers and 30 Seabees left Port Hueneme on 17 May 1960 and arrived at Canton aboard a special MATS flight the following day. USNS *Petrarca* also arrived on the same day. The Seabees wasted little time as they shed their dress whites in favor of the Seabee working green uniform and began to off-load the ship.

The men worked day and night,

with little rest, to unload *Petrarca*. D. A. Cummings, EO3, USN, for example, worked for 30 hours without rest during the early stages of off-loading. Other men worked nearly as long.

**O**THER SEABEES began to build their camp site while the ship was being unloaded. They put up 23 tents for living spaces and erected quonset huts for the galley, administration buildings and supply warehouses. Tents also served as the detachment dispensary, heads, showers and laundry. Tents and quonsets were wired for electricity, supplied by Seabee-installed generators. Water distillation units were also installed to convert salt water to fresh.

Inadequacy of stowage facilities was one of the first difficulties. There was no indoor stowage for electronic equipment and it was almost impossible to keep cement dry during a three-inch unseasonal rain which fell during the first week on Canton. The tarpaulins gave some protection, but not enough. The need for additional spare parts also became apparent when one of the generators broke down.

The rain finally stopped and the Seabees were able to begin work on the TACIS installation. Surveying began on May 27 and the first ground was broken four days later.

The most important—and largest—building constructed at the installation was the Telemetry and Control





CB TENT TOWN looked like this from the air. Right: Seabees work on part of the station's complex wiring system.

(TC) building. It will house most of the equipment used to track and communicate with the space vehicle and the astronaut. Located at the northwest end of an abandoned World War II fighter strip, the 40-by-100-foot air-conditioned building covers some 3400 square feet. It will house the communications, control and telemetry equipment in addition to the electronic maintenance and storage areas, toilet facilities and a fire detection system.

**T**HE SEABEES CHANGED the skyline of the tiny island with several steel towers which were erected for special Project Mercury equipment. For example, a 90-foot Boresight Tower to be used to check the accuracy of the tracking station's radars went up, a 35-foot receiving antenna was built at the TC building, and two other 25-foot receiving antennas were constructed.

A 6000-gallon above-ground diesel oil storage tank has been installed to supply fuel for the generators, which are housed in a 20-by-64-foot arch-ribbed quonset. Three 100 kw generators will supply the primary power.

TAGIS technicians will live in six 20-by-56-foot quonset huts. Each consists of four bedrooms, a kitchen, a day room, hot water heater, and a clothes washer and dryer.

Originally, a 12-foot hole was to be blasted in the coral of the lagoon to provide water for the TC build-

ing. Seabee ingenuity found an easier way, however. Because the water table of the island is only three feet below the surface, they dug a 25-foot deep well at the edge of the lagoon. They lined the well with five-foot square concrete blocks. Coral was used as backfill to filter the water as it seeps into the well. A concrete slab was put over the top and two powerful suction pumps installed. The result was a pumping system that saved time and materials, and one that is more accessible

than the proposed lagoon excavation.

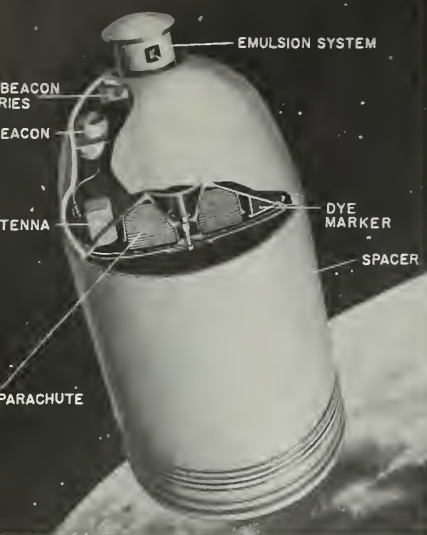
The majority of the construction work for TAGIS 11 has now been completed and the NASA electronic equipment has arrived on the island. The Seabees have spent more than 5000 man-days building the Canton Island TAGIS installation.

Now, some of these Seabees have returned home. Others have remained, however, to help install or relocate additional equipment. Final completion was set for December.

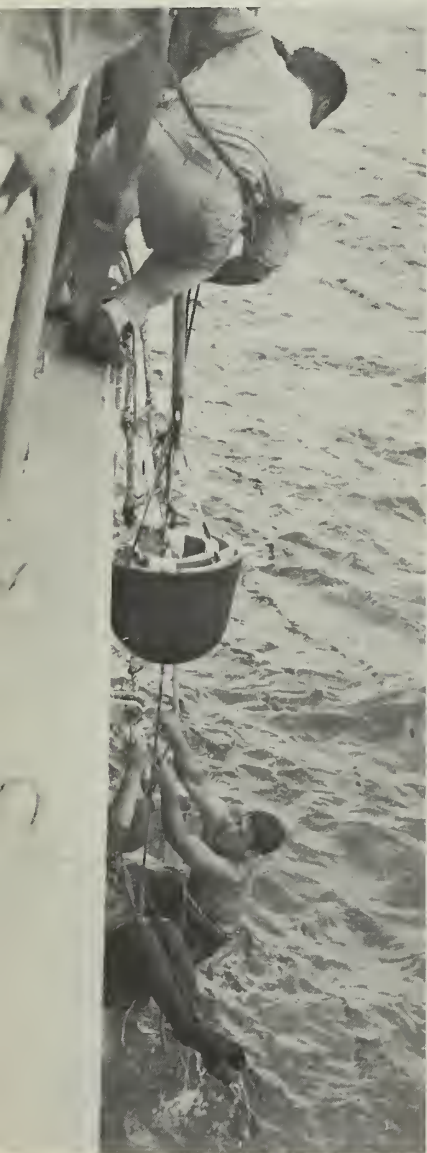
—Fred W. Doby, JO1, USN.

**FINISHING TOUCHES** are put on the missile-tracking station's radar towers.





NERV space capsule is shown in drawing. Below: Space 'traveler' is carefully eased aboard destroyer.



# The Ship with

**W**HEN THE DESTROYER USS *Rowan* (DD 782) arrived back on the west coast the past fall she sported a homecoming pennant which told the world in large block letters that "ROWAN BRINGS HOME THE BACON." It wasn't really bacon, though — it was an 80-pound package of NERV.

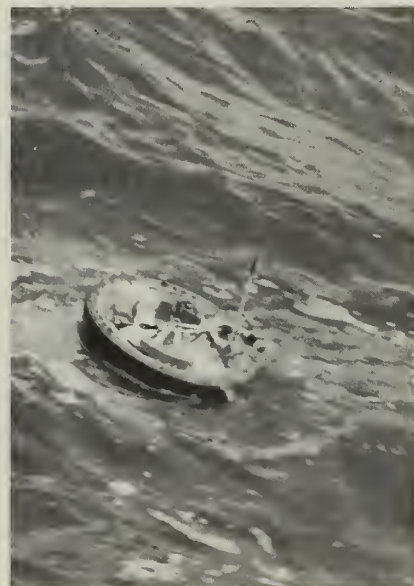
That's not a misspelling either — NERV was the conveniently shortened nickname for a Nuclear Emulsion Recovery Vehicle, and *Rowan* was returning from a highly successful bit of "outfielding" in the Pacific Missile Range.

It all started when the National Aeronautics and Space Administration launched its first space experiment from the Naval Missile Facility at Point Arguello, Calif. An *Argo* D-8 rocket boosted an instrument-laden payload into space and sent it winging some 1320 miles out into the Pacific.

The 83.6-pound nose cone contained instruments designed to record vital information about the inner Van Allen Radiation Belt — to provide such data, for example, as the effect of radiation upon a nuclear emulsion, and the effect of the impact of small meteorites upon the payload's highly polished outer shell.

The three-ship task group charged with the recovery of NERV shoved off from San Diego a week before the scheduled shoot. Besides *Rowan*

**SHARP TEAMWORK** of recovery ships and plane located nose cone in Pacific.



there were the attack transport *Paul Revere* (APA 248) and the destroyer *Gurke* (DD 783). All are units of the West Coast-based First Fleet.

**N**ERV'S ESTIMATED IMPACT AREA, code-named "Point Zulu," was a section of ocean about 1500 miles south-southwest of San Diego, about midway between Acapulco, Mexico, and Hawaii.

As it neared that point the task group conducted a dress rehearsal, using a dummy nose cone containing a radio beacon. After the capsule had been placed in the sea the three ships made runs around it to evaluate their beacon receiving equipment, and to indoctrinate their crews in making visual sightings of a small floating package. A PMR WV-2 radar dome-equipped aircraft flew over the ships, vectoring them to the location of the cone, just as it was expected to do during the actual recovery attempt.

Heavy fog blanketed Point Zulu at sun-up the day before the launch, but the sun burned it off within an hour. This information was relayed back to Point Arguello, where it was decided to postpone the next morning's originally scheduled 0730 firing for one hour.

That afternoon *Rowan* and her companions deployed into their recovery positions. *Gurke* took station six miles north of Point Zulu, *Rowan* 62 miles east, and *Paul Revere* 30 miles west-southwest. Then a final communications check between the ships revealed that as they steamed farther apart to reach their stations, the assigned frequency for voice radio communication was becoming unsuitable. A new frequency was selected, enabling the task group to maintain good voice contact.

**T**HE COUNTDOWN BEGAN that night back at Point Arguello. Dawn found the weather situation around Point Zulu overcast with rain squalls, but in spite of this the countdown was continued. Then, just 45 minutes before launching, there was a "hold." Gloom spread throughout the ships' crews at the news, but spirits perked up moments later when it was learned that the hold was a temporary one, caused by a radio message



# NERV

from PMR that the capsule would be five minutes late in arriving at the impact area.

Finally, at 0835, NERV was blasted into space, and word went out to the task group that the rest was up to them.

Aboard *Rowan*, Curke and Paul Revere, all hands not engaged in essential work were ordered topside for lookout duty. However, at 0842 PMR headquarters reported that the probable reentry point would be some 100 miles from that previously estimated. All ships got underway immediately.

Wind and weather data were fed into PMR's computers, which came up with a new estimated point of impact. The computers also gave 0902 as the capsule's reentry time, with its parachute blossoming three minutes later.

**P**RECISELY AT 0905 reports of radar contacts with the partially metallic parachute began pouring into *Paul Revere's* control room. All three ships reported contacts, with *Rowan* closest, 60-plus miles away. A few minutes later the WV-2, carrying the on-scene commander, reported it was directly over the capsule's radio beacon, but couldn't see it because of the weather. *Roman* plotted the plane's position, and estimated she



OUTFIELDER—USS *Rowan* (DD 782) was the nearest to missile's impact area.

could arrive at its location by 1115.

The WV-2 continued to circle over the area, and, as the fog cleared, its crew spotted a dye marker in the sea. On the next pass the capsule was sighted, and smoke flares were dropped.

At 1108 *Rowan* had the nose cone in sight, and was alongside it 14 minutes later. Crewmen D. A. Slusser and H. J. Kornder leaped into the sea and fastened lines to the bobbing capsule, and at 1123 *Rowan* was able to message NASA officials that the "bacon" was aboard.

**PRIZE PACKAGE**—Capsule is handled carefully. Rt.: Argo rocket is readied.





SUPER SUB is eased into North Loch at Bremerhaven. Below: Triton men study German posters while in town.



GREETINGS—German sailors and civilians welcome USS Triton, SSR(N) 586.

## U.S. Navy Ships Pay Visit

WHEN USS Triton, SSR(N) 586, arrived at Bremerhaven, Germany, a couple of firsts went into the books. It was the first visit to Germany of a nuclear-powered submarine. It was the first time a submarine of any kind had visited Bremerhaven since World War II.

Upon arriving, Triton entered North Lock—where a crowd of 15,000 got a close but brief look at the 447-foot ship. Within an hour Triton shifted berth to the port's North Harbor. It was a remote area where all water traffic had been blocked off.

In the further interests of security, German navy frogmen kept a round-the-clock guard on the big radar

picket submarine. They made periodic underwater checks of the piers and the nearby waters. Spectators were able to view the ship from a distant road and an elevated sea wall, however.

On the third day of her week-long visit, Triton was joined by USS Cromwell (DE 1014). Crew members of Triton and Cromwell made daily tours to Bremen, where they took in the sights of that large north German city. Among the special events for the enlisted men of both ships were a dance sponsored by the Federal German Navy and a party put on by Army Special Services.

Triton and Cromwell were but two of the seven ships that visited

TRITON SUBMARINERS look over sweaters in store while touring Bremerhaven.







A FIRST—A-sub visits Bremerhaven.

## o Germany

German ports following NATO maneuvers.

uss *Macon* (CA 132) put in at Kiel for a Wednesday-to-Monday stay. En route to Kiel she became one of the first U.S. Navy heavy cruisers to enter the Baltic Sea since pre-war days.

Visitors to Hamburg were *uss Antares* (AKS 33), *Severn* (AO 61) and *Fiske* (DDR 842).

A week-long visit to Cuxhaven was made by *uss Truckee* (AO 147).

Except for *Triton*, each of the ships was open for general visiting by the German public. *Triton* was open for limited visiting.

—H. George Baker, JOCS, USN.

SIGHTSEEING Navymen tour city.



IN THE MILL—U.S. Navymen visit windmill in German city. Below: German sailors chat with nuclear sub's crew members and a local cop points the way.





# LETTERS TO THE EDITOR

## AD Designator

SIR: If I remember correctly, ALL HANDS magazine published an article a few years ago which explained how BuPers selected abbreviations for the enlisted rating structure.

I am currently stationed with the U.S. Air Force, and I am constantly asked what certain rating abbreviations stand for. Most of them are easy, but when I'm asked about the "D" in the aviation machinist's mate (AD) rating, I have no answer and I have been unable to find one.

Can you explain it?—F.S., Jr., PN1, USN.

• The "D" in AD has no particular significance.

In 1947, when the rating structure was revised, the designators for all the general service ratings were converted to two-letter abbreviations. This was done mainly to make the designators easier to handle with machine accounting methods.

If the abbreviation AM had been assigned to the aviation machinist's mate rating (which was then abbreviated AMM), it would have been necessary to change the designator of the old aviation metalsmith rating (now aviation structural mechanic) to something else. As a result of this conflict of letter designation, aviation metalsmith remained AM, and another letter had to be used for the aviation machinist's mates. "D" was probably selected because it didn't conflict with any other

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

rating.

Whenever possible, the rating designator was designed to reflect an approximate abbreviation of the name of the rating, but, as you can see, it wasn't always possible.

Even now, the Navy occasionally has the same problem. Back in 1953 when the guided missileman rating was established, for example, GM would have been the appropriate designator. This was impossible, of course, since that abbreviation already belonged to the gunner's mates. "S" was selected in this case and guided missilemen became GS.—Ed.

## Query on NESEP

SIR: I am interested in the Navy Enlisted Scientific Education Program (NESEP), but would first like to know what type of duty I could expect as a mathematician or as a psychologist. Also, would a successful candidate's first assignment be as a general line ensign, or would he go directly into his chosen field?

Another point I am not clear on is whether or not the three or four years spent in college under this program would count for longevity, and if I would be able to choose my own major in this program.

Can you answer these questions for me?—J.T.R., USN.

• Happy to help out. The NESEP offers unusual opportunities to anyone who can qualify under BuPers Inst. 1510.69E.

Under the NESEP you would fill general duty assignments as a mathematician or as a psychologist. Your initial assignment, therefore, would be as a general duty ensign.

While you are attending college, your time will count toward longevity, and you may be able to choose your own major. The available majors are listed in BuPers Inst. 1510.69E, but your choice must be approved by the Chief of Naval Personnel after you have been interviewed and have taken an examination.—Ed.

## 1,700,000 Messages to Garcia

SIR: Although we can't find figures to substantiate our claim, we here at the Major Relay Center, Naval Communications Facility, Japan, think we have established a record for tape relay communications continuity.

We have handled 1,704,350 messages without a known non-delivery. This, to the best of our knowledge, is a record.—A.E.C., CWO, USN.

• You have set a record that will stand at least a month—that is, until our next issue. We frankly have no idea whether you have a legitimate record or not in regard to non-deliveries, but we feel fairly sure that it will not be allowed to stand unchallenged.—Ed.

## Right Picture, Wrong Caption

SIR: I read carefully the excellent article about hydrofoils entitled "Meet the Grasshopper Ships" in the October 1960 issue of your magazine. On page nine, however, I found that the captions for the upper and lower pictures depicting Halobates and Sea Legs were reversed.

This mistake may not have been detected by casual readers since both boats are submerged foil types. However, to Navymen who have worked with hydrofoils, it may lead to confusion.—Captain J. J. Stillwell, USN.

• Fortunately we have sharp-eyed as well as casual readers. Many thanks for catching this one, and we hope the wrongly captioned pictures don't cause any serious confusion.—Ed.

## Pro-Poy for Recruiters?

SIR: I started to draw pro-pay (P-1) in January 1961 and it was to remain in effect until July 1961, unless revoked for cause.

I have now received orders to recruiting duty and I have been told that my pro-pay will stop when I leave my present duty station. Is this info correct?—R.D.P., SMC, USN.

• Right. Pro-pay must be revoked if you are transferred to any primary duty which does not require the skill on which pro-pay was originally based. In your case, since you are going to recruiting duty, your primary job will not be that of a signalman. Full information can be found in BuPers Inst. 1430.12B.

Recruiters draw pro-pay, but it is based on a special recruiter's exam. You must serve on recruiting duty for six months to qualify.—Ed.

## Pro-Poy for How Long?

SIR: I was awarded proficiency pay (P-1) in January 1960, which was to run for 12 months.

As a result of the February 1960 examinations, however, I was advanced to PO1. At that time, E-6 personnel were drawing pro-pay for 18 months.

My question is this: May I now draw pro-pay for the extra six months, or will my pro-pay end six months before another test is given?—K.R.T., LII, USN.

• You may draw pro-pay for the extra six months. The letter from the Naval Examining Center which authorized your advancement to E-6 also authorized your commanding officer to extend your proficiency pay until 15 Jul 1961.—Ed.



## Nuclear Reactor Welder

SIR: I've been looking through the *Navy Classification Manual* (NP 15105A), and I notice that there is now listed a classification for Nuclear Reactor Welder—SF 4946.

As a graduate of Class "C" Welder's School, I am very much interested in entering this field if at all possible. Any information you could give me regarding assignment to the program, schooling available, etc., would be appreciated.—C.B., SFC, USN.

• At present, training in nuclear power plant welding is provided through a 19-week course at the U.S. Naval Shipyard, Portsmouth, N.H., and another course is also being given at Mare Island, Calif. Navymen scheduled for assignment to submarine tenders or submarine bases have been receiving priority consideration in requests for such training.

Future plans call for the course to be conducted at the U.S. Naval School, Welding, San Diego. It is recommended that you submit a request for the school, and express a desire for assignment to a sub repair activity.—ED.

## Picking Works Like a Beaver

SIR: USS *Picking* (DD 685) has the finest engineering gang in the Pacific Fleet Destroyer Force, and we can prove it. Our ship has won the Engineering "E" four consecutive years — a Pacific Fleet Destroyer Force first, we think.

The Engineering Department, under the direction of LTJG Richard A. Wedemeyer, ENS Harry H. Andrews and Harold G. Thomas, BTC, and we can win with a 17-year-old ship. To win once is an accomplishment, but four times in a row is unprecedented in DESPAC.

*Picking* was first commissioned in 1943 and assigned to the Pacific Fleet as flagship for Destroyer Squadron 49. She participated in the bombardment of the Japanese home territory, and then joined the Seventh Fleet for the Philippine campaign. *Picking* claims to be the first U.S. Navy ship to fire into the Okinawa campaign and, by the end of the war, when she was decommissioned, *Picking* had won five battle stars.

On 26 Jan 1951, *Picking* was recommissioned at Long Beach, Calif., and moved to the Atlantic Fleet Destroyer Force for duty. In April 1953, she was reassigned to the Pacific Fleet for the Korean campaign. She returned to Newport after Korea via Hong Kong, Singapore, Ceylon, the Suez Canal, Izmir, Naples, Cannes, Gibraltar and Argentina, to complete a round-the-world cruise.

*Picking* then operated in the Atlantic until March 1956 when she was shifted to the Pacific Fleet and made a part of Destroyer Squadron 23, the "Little Beaver" squadron of World War II



LEARNING THE ROPES—Young visitor aboard a destroyer in San Francisco gets a look at Navy handiwork with hemp line by two boatswain's mates.

fame. *Picking* is still a "Little Beaver."

Although we are now undergoing overhaul in the Long Beach Naval Shipyard, we'll be ready for competition very soon.—CDR J. M. Mason, USN.

• If you accomplished all this before the overhaul, you should really go when you get back into action. Good luck this year; hope you make it five.—ED.

## Witness to DD Form 93

SIR: Article B-2312(3) of the *BuPers Manual*—which discusses the Record of Emergency Data (DD Form 93-1)—states in part: "The person witnessing the signature of the service person executing the form, shall sign his name in this space on the original and the copy."

## Submarine School

SIR: I would like to attend conventional Submarine School, but I have been unable to find out what qualifications are required. I don't even know if men in my rate—machinist's mate second class—are eligible. Where can I find this information?—C.B.A., MM2, USN.

• Chapter 10, Article 10.1 of the "Enlisted Transfer Manual" has all the facts about the Submarine School. Machinist's mates (MM3 through MMC and designated MM strikers) are among those eligible to attend.

MMs are wanted for submarine duty because of the need for them in the nuclear power program. The eligibility requirements for them to go to Submarine School are the same as the requirements for Nuclear Power School.—ED.

May the witness be an enlisted man?—L.F.S., PN1, USN.

• Yes, he may. The article is interpreted as referring to the person, either officer or enlisted, assigned responsibility by the CO for interviewing the designator.

Or putting it another way, the witnessing person in the execution of a Form DD 93-1 may be of any rank or rate provided his job (assigned by the CO or through the chain of command) or position requires him to witness the signature of the designator.—ED.

## Standard Transfer Orders

SIR: Must a copy of enlisted Standard Transfer Orders be forwarded to the Bureau of Naval Personnel when a man reports to his ultimate duty station?

Article C-5402 of the *BuPers Manual* states that a copy of officers' orders should be forwarded, but does not mention enlisted orders. Yet the *Transfer Manual* (NavPers 15,909), Chapter 23, Article 23.1(h) states that a copy of enlisted Standard Transfer Orders must be sent to the Bureau if it was the basis for the issuance of transportation requests or meal tickets.

I say individual copies of enlisted STOs should not be forwarded to the Bureau except as indicated in the above paragraph. Am I right?—D.E.N., PN2, USN.

• You are correct. Except as required by the "Transfer Manual," enlisted STOs should not be sent to BuPers. Previously, copies of enlisted orders were placed in the individual's service jacket at the Bureau, but this is no longer required.—ED.

**Promotion of Reserve WOs**

SIR: A selection board convened in BuPers recently reviewed the records of all USN Warrant Officers for possible promotion to LDO(T) rank. My question: Has there been or will there be a similar board to review inactive Reserve Warrant Officers who were "phased out" late in 1959?

I have in mind a CHSUPCLK, USNR, who went to inactive duty in December 1959, along with many other Reserve Warrant Officers. If he were offered a commission, would it be possible for him to request an active duty contract?—J.F.D., PNC, usn.

• There is no LDO program for Naval Reservists. One which closely parallels the LDO program, however, is the Reserve Integration Program, discussed in detail in BuPers Inst. 1120.26B.

Briefly, the Reserve Integration Program provides a path to the grade of Ensign, USNR, for CWOs, WOs, CPOs and PO1s. To be eligible they must have been members of or associated with a drilling Reserve unit in a pay or non-pay status for at least one year as of July first of the year in which application is made. Officers appointed under this program are assigned designations 1106, 1356, 3106 or 5106, as appropriate.

The first selection board to consider applicants for this program is tentatively scheduled to convene early in April 1961. It will automatically consider, without applications from individuals concerned, all WOs who are attached to drilling Reserve units. Selectees will be appointed LT, LTJG or Ensign—the rank to which appointed dependent upon length of service as a

**Examination Questions**

SIR: A few issues back in ALL HANDS I read that questions on Navy mail would be included in the examinations for yeomen during the August 1960 exams.

What is the word on Navy mail questions for yeomen during the February 1961 exams?—L.R.D., YN1, usn.

• Questions concerning Navy mail will not be included in the February 1961 yeoman examinations.—Ed.

Warrant Officer. This will be a one-shot consideration — future applicants will have to meet eligibility requirements contained in the appropriate BuPers instruction in effect at the time of application.

Purpose of the Reserve Integration Program is to provide a pool of officers who may be called upon to serve during a national emergency. At present there are no plans to allow these officers to serve on active duty except during such an emergency.—Ed.

**Navy 'E' Worn on the Uniform**

SIR: This ship had been awarded gunnery "E's" for all mounts and directors. Then it won the engineering "E" and finally it won the efficiency "E." Uniform Regs covers the wearing of the efficiency "E" but not the gunnery "E" or engineering "E."

Do members of gun crews already awarded the gunnery "E" wear another "E" for the battle efficiency competition? Can engineering and damage control personnel wear both the engineering "E" and the efficiency "E" at the

same time? If so, how are they worn? If not, which of the "E's" do they wear?—LT W.F.S., usn.

• Only one Navy "E" may be worn on the uniform at a time. Thus the "E" may represent a battle efficiency award and/or one or more proficiency awards at the same time. Hashmarks are worn under the "E" to indicate the second and subsequent consecutive receipt of the same award.

Article 0653.4B of "Uniform Regulations" provides that the Navy "E" is worn on the uniform by the enlisted members of crews of ships awarded the Battle Efficiency Pennant. It also provides that in accordance with instructions of the Chief of Naval Operations, the Navy "E" may be worn by men assigned to shipboard stations designated to receive proficiency awards for attainment of excellence in certain weapons or operations.

OpNav Inst. 3590.4A sets forth the rules governing the awards for battle efficiency competition and proficiency in weapons and authorizes the wearing of the Navy "E" in this connection.

Though "E's" painted on the ship itself may be green, red, yellow or white, "E's" worn on uniforms are either white or blue—or in a very limited number of cases, gold. (A detailed discussion of Navy "E's" is contained in the July 1960 All Hands, pp. 8 to 11.)—Ed.

**Claims from Kittiwake**

SIR: We the crew of *uss Kittiwake* (ASR 13) would like to stake out claims to some firsts. But before we do, we'd like to point out that our ship holds the current Battle Efficiency Award for Atlantic Fleet submarine rescue vessels. Now for the records:

*Kittiwake* was the ASR that participated in the first successful firing of a *Polaris* missile off Cape Canaveral, Fla. *uss George Washington*, SSB(N) 598, was the firing ship. Date: 20 Jul 1960.

*Kittiwake* set a world's record in a submarine rescue chamber exercise. The chamber carried an officer and four EMs to a record depth of 705 feet. Date: 13 Sep 1959.

From *Kittiwake's* decks C. M. Prickett, GM1, USN, set a new open-sea diving record, reaching a depth of 501 feet. Date: 21 Apr 1949. Although this was some time ago, we've yet to hear of anyone going farther.

And now, *Kittiwake* is—we believe—the first ASR to have a color TV set aboard for the crew's recreation.—The Crew.

• Good ships make good records. As for the color TV set, chances are there are few ships of any type with such a feature.

As for the diving records you claim, the Diving School tells us there's no way of knowing whether or not your marks still stand.—Ed.

**WORLD'S LARGEST—USS Enterprise (CVAN 65), Navy's first nuclear-powered aircraft carrier and world's largest ship, is moved to outfitting pier by tugs.**





### Not Entitled to Sea Pay

SIR: In February I was assigned to the pre-commissioning crew of a dock landing ship. Four months later the ship was commissioned. During those four months, however, I did not receive any sea duty pay. My sea duty pay began when the ship was commissioned.

I notice on page 24 of the October 1960 issue of ALL HANDS that a man who had a question about pre-commissioning sea duty was told: "Your sea duty began when you reported to the pre-commissioning crew . . ."

On that basis, I wonder if I was, after all, entitled to sea duty pay for the four months in the pre-commissioning crew.

—W. J. A., YNCA, USN.

• The ALL HANDS letter you mentioned discussed sea duty as it concerned sea duty dates for rotation purposes — which is a matter of Navy Department administrative control.

On the other hand, sea duty for entitlement to sea duty pay, like all pay and allowances matters, stems from law and Executive (Presidential) Order. Under such regulations, persons in a pre-commissioning crew are not entitled to sea duty pay. There may be a few exceptions, but that's the general rule.

Complete details on this subject may be found in Article 044060 of the "Navy Comptroller Manual."—Ed.

### Wrong Bee in the Bonnet

SIR: What's the matter with you people? You missed the best ship in the Fleet when you listed the 1960 Battle Efficiency "E" winners in your October issue.

USS *Hornet* (CVS 12), now in West-Pac, won her second hashmark for the "E" award during 1960. Besides that, she also won an aviation safety award, a hashmark for the engineering gang's "E," the "A" for being the best anti-submarine carrier, and the "O" for having the best supply department for this type ship.

In addition to these awards, Anti-Submarine Squadron 37 aboard this ship won an "E" for antisubmarine warfare and an "E" for aviation safety, and Anti-Submarine Helicopter Squadron 2 won an "E" for antisubmarine warfare efficiency.

All in all, I believe this is well worth a mention in your magazine, and so do many of my shipmates.—C.E.V., AN, USN.

• We too thought we had missed your ship, but before we attempted to find the weak link in our information chain, we checked the October issue again.

On page 19, column one, second ship listed under Air Force, Pacific, we found *Hornet* (CVS 12). Could that be the same ship you are talking about?

You also mention that Anti-Submarine Squadron 37 aboard your ship



COOLING DOWN—Civilian firemen watch NAS Anacostia firemen demonstrate effectiveness of foam in putting out fire around simulated fuselage.

won an aviation safety award. Although you couldn't have known this when you wrote your letter, we did run that story in the November 1960 issue.

For all the awards we did not mention, however, please accept our sincere well done.—Ed.

### Crash, Fire and Rescue Program

SIR: Much has been written about the always-alert crash and rescue crews at naval air stations and also about the alertness of many metropolitan fire companies and volunteer fire companies which surround most of our air stations.

Naval Air Station Anacostia, Washington, D.C., has long recognized the need for closer cooperation between the Navy and civilian fire companies. This year NAS Anacostia hosted its fifth Crash, Fire and Rescue Program.

More than 125 fire companies within a 15-mile radius of the air station, which have been organized into mu-

tual aid companies, have been represented. Each year members of these units return to NAS Anacostia where they not only observe the latest military apparatus in action, but actually demonstrate their own equipment.

One of the primary purposes of this program is to acquaint the visiting non-military crews with the problems of crash rescue and fire fighting. And by participating in simulated crash procedures, the groups will be better prepared to handle aircraft accidents which might occur in their own communities. The local fire companies are also trained by NAS Anacostia in crash and rescue work which could mean the difference between life and death for a pilot.—H.E.H., LCDR, USN.

• This orientation program in cooperation with civilian fire companies sounds like a winner. Other stations that do not already have a similar program in effect will be glad to hear about the success of your program.—Ed.



A HOT SHOW — Civilian firemen training at NAS Anacostia, Washington, D.C., demonstrate use of standard equipment to put out a gasoline fire.

### Boston's Been and Gone

SIR: Once again *uss Canberra* (CAG 2) has tried to steal the thunder of the world's first and foremost guided missile cruiser—*uss Boston* (CAG 1). In your October issue you state, and I quote: "Upon transiting the Panama Canal, *Canberra* became the first guided missile cruiser to enter the Pacific."

In the interest of historical accuracy I think you should consult the record of Midshipman Cruise Bravo in the summer of 1957. *Boston*, in company with the battleship *uss Wisconsin* (BB 64) and other units, traveled from Norfolk to Valparaiso, Chile, and back on that cruise—thus *Boston* entered the Pacific nearly two full years ahead of the world's second guided missile cruiser.—D.D.S., CHELEC, USN.

• *If we've said it once, we've said it a thousand times—if you're going to claim a first—don't. You'll probably be wrong.*

*In this case, however, it's possible we may be partially at fault. We may have misinterpreted Canberra's release to mean that she was claiming to be the first of her type to enter the Pacific, when in reality all she meant to say was that she was the first to operate in the Pacific as a regularly assigned unit. If so, we're sorry to have caused a controversy.*—ED.

### Enlisted Men at Naval Academy

SIR: When the Class of 1960 graduated from the U.S. Naval Academy, there were many men who had come from the Fleet in the summer of 1956, and until the day before graduation had never been discharged from their enlisted service.

I will outline my own experience, as an example.

I enlisted in July 1954 and served on active duty as an enlisted man until July 1956, when I was sworn in as a Midshipman, USN. On 7 Jun 1960, I received my discharge from enlisted service, and on the next day I received

### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Elmore* (APA 42)—A reunion is scheduled for 29 July in Wilmington, Del. For more details, write to Harvey P. Parry, 1431 Wedgewood Rd., Oak Hill, Wilmington 5, Del.

• *uss Gwin* (DD 433)—A reunion will be held at the Statler Hilton Hotel, Boston, Mass., on 13, 14 and 15 July. Write to Bart Di Reda, 17 Rena St., Worcester, Mass.

• *uss Idaho* (BB 42)—The fourth annual reunion will be held on 21, 22 and 23 July at Norfolk, Va. For further information, write to *uss Idaho* Association, P. O. Box 8048, Norfolk 3, Va.

• *uss New York* (BB 34)—A reunion of those who served on board during the period 1914-45 is being planned. For details, write to Bernard J. Grimshaw, BM3, USN, *uss Eldorado* (AGC 11), FPO, San Francisco, Calif.

• *uss LST 467*—A reunion is planned for those who served on board during World War II. Write to LTJG D. P. Teninty, USCG, *uscg Cutter Gresham* (WAVP 387), Government Island, Alameda, Calif.

my commission upon graduation. Hence, from June 1956 to June 1960, I served both as a midshipman and—because I had no release from enlisted service—as an enlisted man.

On my discharge paper (DD 214), in item 24, I was credited with five years,

11 months, and seven days as uninterrupted active duty to be used for pay purposes. I am now being paid for only two years longevity (1 Jul 1954 to 26 Jun 1956).

The purpose of not discharging men who come from the Fleet is to cut down on resignations from the Academy by requiring those men who resign to continue with their obligated enlisted service. This also affects those men discharged from the Academy because of poor grades, misconduct or ill health. Thus, it seems that the time counts for the Navy, but not for the individual.

The situation outlined above is common, with minor exceptions, to about 200 members of the Class of 1960, USNA, and to all classes graduating after 1960. This hasn't happened before because the men who have come from the Fleet in the past were discharged from enlisted service on the day they were sworn in as midshipmen.

Since I was not discharged from enlisted service until 7 Jun 1960, I contend that this date should be used as a terminating date of my enlisted service and that the period from 1 Jul 1954 to 7 Jun 1960 be used as my uninterrupted time for pay purposes. Therefore, my pay entry base date should be 1 Jul 1954, not 14 Jun 1958.—ENS A.M.A., USN.

• *Your longevity was figured correctly. This is the reason: Under Public Law 84-614, the shipping articles of an enlisted man should not be terminated when he becomes a Naval Academy midshipman. The law also states that inactive enlisted service, served concurrently with service at the Naval Academy, will not be included in computing the service of an officer for any purpose.*

The "Navy Comptroller Manual," Para. 044013-7b, explains the provisions of this law.—ED.

### Training in Hydrofoils?

SIR: In the October issue of ALL HANDS you published an article about hydrofoil ships. In it, you stated that the Navy plans to use several patrol craft, hydrofoils, in ASW work.

Is there any training program established for men who will be assigned to the PC(H) program? If so, what are the qualifications?—J.W.M., RD1, USN.

• *Only one hydrofoil patrol craft is currently under construction, and even this one will undergo further evaluation before it becomes operational. As we said in the article, the Navy believes these ships have a great ASW potential, but they are not ready for immediate use. Their use in ASW will be at some future time. At present, to our knowledge, no training program is established and no personnel are being assigned to the PC(H) program.*—ED.



PILOT SAFETY—Cockpit installations in new flight capsule, designed to separate from jets at any altitude, get check for comfort and convenience.



# What's the Right Time?

Considerable sweat and tears by the ALL HANDS Art Department (plus a healthy assist by the Hydrographic Office) went into the following two pages which illustrate the time zones around the world and the significance of the International Date Line.

During the inevitable sleeveless discussions around the drawing board the question arose: Why time zones at all? Why do you lose or gain a day when you travel around the world? Or do you?

Here's the story, as we see it:

Our standard time system is based on the theoretical division of the surface of the globe into 24 zones, each of 15 degrees of longitude (distance east and west). The first zone is the one which has as its central meridian the Greenwich Meridian, and the meridians seven and one-half degrees east and seven and one-half degrees west as its eastern and western limits. This is called the "zero zone" because the difference between the standard time of this zone and Greenwich Mean Time is zero. Each of the zones in turn is designated by a number representing the number of hours by which the standard time of the zone differs from Greenwich Mean Time.

(To help you visualize how this works, imagine if you can, that you are sitting on a small platform, not too far from the earth's surface directly above, let's say, Washington, D.C. However, this platform is stationary, and the earth is revolving below you. One hour later, the earth would have revolved 15 degrees and Washington would be 15 degrees to the east. In 24 hours, Washington (and all the rest of the earth) will have made one complete revolution, and Washington will be directly below you again. One day will have elapsed.)

To refer to the map again: You will notice that the zones in east longitude are numbered in sequence from one to 12 and labeled minus; those in west longitude are likewise numbered one to 12 and labeled plus. The 12th zone is divided by the 180th meridian. That half in east longitude is numbered, as you'd expect, minus 12; the half in west longitude is numbered plus 12.

The theoretical system described above is applied, in a strict sense, only in oceanic regions. On land, or in groups of islands, the system is applied with certain local deviations, which are made necessary by frontiers, convenience of an entire island group to maintain the same time zone, or for other reasons.

The time used in each country, whether it is the time of the corresponding zone or modified because of one of the reasons mentioned above, is an hour fixed by law and, for this reason, is called legal time, or more generally, standard time.

Another deviation from this theoretical system is that certain countries, for economic reasons, modify their legal time for part of the year, especially in summer, by advancing it an hour or some other fraction of time. Where these deviations are maintained on a year-round basis, the time kept is still considered to be standard time.

The 180th degree meridian represents, theoretically, the Date Line. This more-or-less north and south line is a rather recent development in the history of navigation. It was adopted as the logical place to change the date because the meridian of 180 degrees is directly across the globe from (or is the antemeridian of) the zero, or Greenwich Meridian. This was the outgrowth of the International Meridian Convention of 1884.

We have a Date Line because of the time zones. As mentioned above, there are 24 standard time zones. Each differs from the zone to the east and the zone to the west by one hour. With 24 hours spread over the globe, and with 12-hour clocks in general use, confusion would be world-wide if there were no Date Lines.

The old day has to die out somewhere so that the new day can begin.

Here's how it would work if there were no Date Line. Suppose you boarded a Navy plane at San Diego and started on a round the world flight, flying eastward. In your trans-United States flight, you'd set your watch ahead three times.

As your plane continued east, against the sun, you'd be 12 hours

ahead of San Diego when you were over the Persian Gulf. When you finally reached Pearl Harbor, Hawaii, your watch would be 22 hours ahead of your friends in San Diego.

As you arrived back at San Diego at the end of your trip around the world, your watch would be the same as your friends', but your calendar would not. You would be just 24 hours ahead of them. Your calendar would indicate 15 January, for example, and your pals' would show 14 January.

This situation would arise because of the requirement that you set your watch ahead one hour each time you reached a new time zone (on an eastward trip only). To counteract this situation created by man-made time zones, another artificial condition had to be set—the Date Line.

There is another reason for the Date Line—one familiar to navigation students. Go back to the 24 time zones. The fact that each time zone has a different hour means that the 24 hours of the day exist at the same instant. As you know, a new day comes in at midnight. Midnight, in turn, comes in progressively from zone to zone and east to west.

Since the date does not change at the same instant all over the world, two different dates exist somewhere on the earth at the same time. Midnight furnishes one boundary between the two dates. If mariners and aviators who change longitude extensively in their long voyages or flights didn't have a second boundary, dates would back up and overlap. Consequently, the Date Line came into logical use as the second boundary line.

The 180th meridian of longitude was informally adopted as the Date Line for at least two good reasons. First, its location is conveniently halfway around the globe from the zero line of Greenwich, England. Again, it travels down a relatively isolated section of the earth, the Central Pacific.

Like the time zones, it frequently deviates from the 180th meridian to keep the same date in a group of islands. It zigs to the west at the Aleutians. In the Fijis, it zags to the east. Now—turn the page.

# TIME CHART OF THE WORLD

Certain land areas that deviate from established time zones are not included.  
This chart is based on materials furnished by the U.S. Navy Hydrographic Office.



Prepared by ALL HANDS Magazine

January 1961

W to E  
-1 day  
E to W  
+1 day





# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



THE PAYOFF—Cruisemen of USS Newport News (CA 148) stand formation during advancement ceremonies in which 200 crewmen moved up in rate.

## FRAM Ships Now in Med

The first three FRAM (Fleet Rehabilitation and Modernization) ships to deploy are now in the Mediterranean operating with the U.S. Sixth Fleet. *uss Massey* (DD 778), *Zellers* (DD 777) and *Sperry* (AS 12) will spend about seven months in the Med.

The FRAM program, under which these ships were remodeled, was initiated in 1958 to help modernize the U.S. Navy's destroyer force which then consisted mostly of World War II-built destroyers.

*Massey*, *Zellers* and *Sperry* were stripped of all topside superstructure and equipment and the ships

were renovated from the keel up. All worn parts and machinery were repaired, rebuilt or replaced to give power plants almost new ship performance. Air conditioning in the living and working spaces was also added.

The combat information center was enlarged and modernized and relocated immediately abaft the bridge. Detection and communications systems were up-dated and a new weapons system installed.

This new weapons system includes DASH (Drone Anti-Submarine Helicopter). With the addition of the hangar and flight decks for this weapon and with the new after mast

arrangement, the destroyers take on a new look which is considerably different from the familiar "tin can" silhouette.

FRAM is expected to extend the efficient life of the ships five years. In some ships, when the more costly and extensive FRAM I overhaul is done (this includes *Asroc*, Anti-Submarine Rocket), it will add eight years to the life of a destroyer.

Another advanced system slated for installation in future FRAM ships is the VDS, or Variable Depth Sonar. The VDS deprives the submarine of a favorite hiding place beneath the thermal barrier. This thermal barrier is a layer of water of a different temperature than the surface water. The variance of the temperature causes sonar signals to reflect and thus leave the submarine undetected. The new sonar should be effective because it can be lowered below the thermal barrier. (A complete story on FRAM can be found in the March 1960 edition of ALL HANDS.)

## 1500-Mile Range for Polaris

The Navy is now testing a new 1500 nautical mile (1725 statute mile) range *Polaris A-2* missile at Cape Canaveral, Fla. The 1200 nautical mile *Polaris* that will go to sea in the nuclear-powered submarine *uss George Washington*, SSB(N) 598, has been designated as *Polaris A-1*.

Although a few refinement tests will be conducted on the A-1 missile from time to time, the development flight test program is nearing completion. Over 50 flight tests have been carried out in the A-1 development program in the past 15 months. This includes over 10 launchings from submerged nuclear-powered submarines, plus several underwater launches.

*Polaris A-2* will have a longer burning first stage motor and a lighter and more powerful second stage motor than the operational *Polaris A-1*.

Like *Polaris A-1*, flight tests of the A-2 series will be made from land launch pads, from the surface test ship *uss Observation Island* (EAG 154) and from submerged

## YESTERDAY'S NAVY



On 1 Jan 1940 the Tenth Naval District, with headquarters at San Juan, Puerto Rico, was established. On 3 Jan 1912 RADM Robley D. "Fighting Bob" Evans died after a career that extended from the Civil War to the cruise of the Great White Fleet. On 7 Jan 1822 USS *Porpoise* captured six pirate vessels in the Caribbean. On 12 Jan 1944, NAS Port Lyaukey was established. On 23 Jan 1945 USS *Barb* (SS 220) entered Namkwan Harbor, China, where she made an attack on Japanese auxiliary shipping. On 26 Jan 1913 the body of John Paul Jones was placed in a crypt in the Chapel at Annapolis.



Fleet ballistic missile submarines.

Besides the A-1 and A-2 *Polaris* missiles, the Navy has also been directed to start development of *Polaris* A-3, -a 2500-nautical-mile-range missile which is expected to be in our defense arsenal by 1965.

All Fleet - ballistic - missile - firing submarines will be able to carry and launch the improved-range missiles as they become operational.

### Snook Launched

*Snook*, the sixth submarine of the streamlined *Skipjack* class, has been launched. Bearing the designation SS (N) 592, *Snook* is the Navy's 21st nuclear-powered submarine. She has an over-all length of 252 feet and a displacement of 2830 tons.

The present *Snook* carries on the name of SS 279, a World War II submarine. The earlier *Snook* earned seven battle stars in operations against the Japanese in the Pacific and was lost on patrol in April 1945.

### Automated Warehousing

The Navy has taken a step that may someday lead to a supply system in which punched card orders from ships and stations are fed into storage centers like pennies into a vending machine to bring supplies popping out like gumballs.

Because of the high initial costs of such a system and the financial risk involved in a sudden switch to complete automation, fully mechanical warehouses are still a long way off.

However, a 1200-foot conveyor fitted with electronic accessories is scheduled to be put into operation at the Naval Supply Center, Bayonne, N. J., in a move toward the automated warehousing of the 245,000 items stored there.

The operation is viewed as the forerunner of a general conversion to automated warehousing throughout the Navy supply system. Other large supply centers such as those at Norfolk, Va., and Oakland, Calif., will probably follow the Bayonne pilot installation, which is thought to be the first use of automated warehousing on a large-scale, multiple-product basis. (A few civilian firms already have automated storage, but not with the wide variety of items that are handled at Bayonne.)

The automated storage idea has been under consideration for about five years. Its practicality was indi-



**ON YOUR MARK**—Cat officer on board *USS Independence* (CVA 62) gives the signal to send F3H *Demon* interceptor skyward off forward catapult.

cated by a general survey which showed that Bayonne's largest transportation expenses arise inside the storage buildings, where supplies are moved by hand trucks, fork lifts and tractors.

The conveyor is being installed in the main building at the supply center. As part of the switch to the new system, stocks have already been rearranged along the conveyor line, positioned according to the rapidity of their turnover. Eventually, the Supply Center hopes to have a completely automatic system which will be triggered by electronic data processing machines.

In operation, the conveyor will run the length of the main building, bisecting long rows of bins. Warehousemen stationed at the heads of the bins will put requested items in special tote-boxes. Then they will set "signals" on the boxes to show where the containers are supposed to go.

At the end of the main building the conveyor will pass over an enclosed bridge to the packing and preservation building. Here the tote box will enter a section of the conveyor system which has about the same function as a railroad marshalling yard. When the box reaches a special electronically operated sensing machine, this device "reads" the signals sent by the warehouseman and automatically shunts the box to one of five packing and shipping units.

In the "marshalling yard" area a man at an electronic console watches

a panel of lights to keep track of the material moving through the yard. By pushing buttons he can re-route traffic to avoid bottlenecks, equalize work loads among the packing units or take advantage of changing conditions.

The packing and shipping units each have a specialty of their own.

In the first one, called the Overpack Area, parcels are packaged according to their destinations—whether in the metropolitan New York-New Jersey area, elsewhere in the continental United States, or overseas. The Overpack unit also acts as a pressure release, so the man at the console can divert work to this section whenever the load on another unit gets too heavy.

The second packing and shipping unit prepares material which is to be sent out by parcel post. The third unit handles items that can be sent out from the Supply Center in the manufacturer's original container simply by readdressing the package to whatever ship or station has requested it.

In the fourth unit, items going out by freight are separated according to the shipping charges on them, so that the Government doesn't have to pay "first-class rates on third-rate supplies."

The fifth unit, known as Customer Accumulators, consists of special areas where assorted items intended for a common ship or station can be collected to go out in a single shipment.

—T. J. McCarthy



'SPECIAL DELIVERY'—Mail for the Fleet is loaded at NAS. Rt: COD cargo is secured for delivery to carrier at sea.

### COD Delivers the Goods

Navy pilot LT Ed Wilber tugs his shoulder straps tight, makes a final check of the instrument panel, and hits the "gear down" button before going in for another routine carrier landing. As he heads toward the carrier flight deck, the mirror-reflected meat ball guides him to the arresting wire which jerks him to a stop.

Some two hours later, LT Wilber has already left the ship and is landing at his advance base somewhere overseas. Back in the Fleet, thousands of men are having mail call; an early warning plane is being repaired with parts that had not been available on the carrier, and the executive officer breathes easier because he knows a seaman from Decatur, Ill., is heading home on emergency leave.

LT Wilber and his plane are part of a group known as a carrier on-board delivery (COD) unit—an important part of the Navy's underway

replenishment system. The COD aircraft has joined with the Fleet oilers, tenders and supply ships in the logistical support that gives the U.S. Fleet its increased mobility.

COD aircraft also add immediacy to underway replenishment. Coupling its relatively high speed with its ability to operate in an area hundreds of miles from an advance base, the COD plane has become the ideal medium for delivering small high-priority cargoes to the Fleet.

For example, during NATO exercises in the Eastern Atlantic, a detachment from the Norfolk-based Fleet Tactical Support Squadron 40 (VRC 40) operated from land bases in advance of the Fleet. They carried priority cargo, passengers, and tons of mail to a Fleet of 71 U.S. ships with a total manpower of 27,455. Six emergency medical cases were evacuated to hospitals hundreds of miles from the ships, and 25 men were flown ashore for emergency leave during the two-week exercise.

Admirals, ambassadors, newsmen and other VIPs were also shuffled around the Fleet—some to coordinate and view maneuvers, and others to report on them to the world.

To perform its mission, VRC 40 operates 10 TF-1's (stripped-down versions of the S2F antisubmarine search plane). With a load capacity of 4000 pounds, a top speed of 250 mph, and a range of 1200 miles, this aircraft can either be catapulted from a carrier or it can take off under its own power.

For this particular NATO support job, however, four of the TF-1's, along with 10 pilots and 20 enlisted men, deployed aboard *uss Saratoga* (CVA 60) and *uss Essex* (CVS 9).

The *Saratoga* detachment operated from Port Lyautey, Naples, Palma, Barcelona, Rota, and Madrid, and then joined the *Essex* group at Lossiemouth, Scotland. The combined group then operated from bases in Norway, Northern Ireland, England and, finally, France.

ON DECK—COD planes are unloaded on *USS Saratoga* (CVA 60). Rt: Maintenance keeps repairmen working nights.





Often the ground crew worked from 0600 to 2300 to keep the COD flights operating. As an indication of the work-load of VRC-40 crewmen, they pulled only two liberties during the two weeks they operated with the NATO force.

Normally, the 30 pilots and 120 enlisted men who make up VRC-40 operate along the U.S. coastline in support of Fleet training maneuvers. During an average week they haul some 10,000 pounds of air cargo and about 80 passengers to and from ships at sea.

VRC-40 is an alert group. When it was only five days old, for example, it received its first deployment orders. Two hours after the message was received, six of the eight planes then operational were heading for *uss Wasp* (CVS 18), underway to the Congo. They were a stand-by group to help evacuate American nationals—if necessary. As it turned out, they were not needed, nor was the fresh supply of baby bottles that had been put aboard for that trip.

—William L. Howard, JO2, USN.

### **Cimarron on Good Will Tour**

Soon to head for the Seventh Fleet and the Western Pacific is *uss Cimarron* (AO 22), which claims the longest record of continuous active service of all U. S. Navy ships currently in commission.

While at sea with the Seventh Fleet the big Fleet oiler will carry out her usual ship-fueling role. But, while in port at Hong Kong, crew members of the Fleet oiler will carry out another role—that of “*Cimarron* Operation Handclasp.”

*Cimarron's* CO, Captain J. C. Weatherwax, said, “Hong Kong is literally choked with refugees. In its few square miles are concentrated nearly four million people where only 10 years ago lived one million. The swelling of the population in the refugee areas has created a situation which can be helped only by the efforts of those fortunate enough to be in a position to help.

“There just aren’t enough means for these refugees to care for themselves in the over-populated areas. The purpose of *Cimarron* Operation Handclasp is to help alleviate the plight of these refugees.”

*Cimarron* is accepting donations of used clothing forwarded before 1 February and addressed to the ship, care of the Chaplain, U.S. Naval Station, Long Beach, Calif.



FAR OUT — P2V Neptune drops mail to sub on station 400 miles at sea.

### **Friendly Subs Are Bombed—with Newspapers**

Thanks to the good will—deeds—of members of Patrol Squadron 16, submariners are enjoying their daily newspapers — even though they may be 400 miles at sea.

The service began when VP-16 pilots reported that the submariners with whom they were conducting training exercises were asking them, over the radio circuit, various questions about the latest news. The submariners, operating out of Key West, Fla., and Charleston, S.C., spend about a week out of port. The P2V Neptunes, on the other hand, take off daily from NAS Jacksonville, Fla.

VP-16 men obtained some expendable ordnance cans, big enough to hold a number of rolled-up newspapers. To each can they attached a small parachute.

Now, just before the day’s joint exercises begin, a Neptune flying at 150 feet takes a position ahead of the surfaced submarine. The airplane then opens its bomb bay and the red-painted canister descends to the sea.

Aboard the submarine a couple of topside crewmen approach the canister, now waterborne, and catch the parachute’s lines with a boat hook. Soon after, the latest news is being read aboard ship.



CHUTE IT — LTJG R. C. Truax, aviation equipment officer of VP 16, holds delivery container as W. M. Carter, PR1, shows chute he designed.



STAR TIME—Joseph Smith, PR3, (left) of Corpus Christi and R. J. Hightower, SN, reenlist in Navy's STAR program.

### Naval Propellant Plant

As missile power becomes more and more important to our nation's defenses, the U.S. Naval Propellant Plant at Indian Head, Md., is again approaching the peak production it reached during both World Wars and the Korean fighting.

From the production lines of this plant have come the basic propellants for the third stages of the satellite launching *Vanguard* and moon-probe vehicle *Pioneer*. Soon the plant will produce propellants for the Navy's FBM *Polaris*, as well as for *Asroc*, and *Tartar* boosters.

Navy operational missiles such as *Terrier*, *Talos*, *Weapon Able*, *Boar* and *Bullpup* as well as the Air Force's *Snark*, all contain propellant grains manufactured at the NPP. Other operational missiles which contain propellants made at the plant include *Sidewinder* and *Zuni*.

In addition, the Propellant Plant

is one of the foremost developers of solid propellants for auxiliary power units. Gas generators for *Sidewinder*, *Sparrow* and the Army's *Hawk* are supplied by the plant.

During the 70 years since ground was first broken at Indian Head in 1890 — for what was then called the Naval Proving Ground — weapons systems have changed and the Propellant Plant has kept pace.

The first officer-in-charge, Ensign R. B. Dashiell, had under his command an officer and 50 civilians, most of whom were carpenters, bricklayers and painters necessary to maintain the buildings.

Today there are many more men assigned there, including some 250 scientists and engineers involved in the research, development and production of propellants for advanced missile systems.

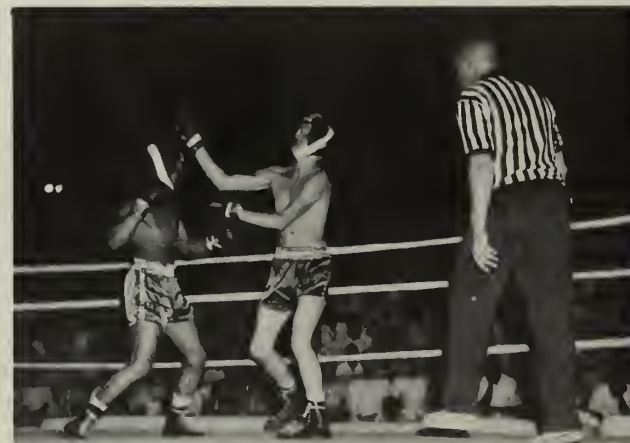
In 1890 the base was almost isolated. Most traffic to the plant was

by the Potomac River. The only other way to reach the base was over a few dirt road tracks and they were normally impassable because of mud or snow.

Barge travel remained the principal means of transportation until World War I, when a railroad spur was built which connected with the main line. Today, travel to Washington, especially for urgent military matters, is often accomplished by helicopter.

The history of production at the Propellant Plant goes back to 1900, when facilities for making smokeless powder were completed.

Over the years the name of the activity has also been changed. In 1932, several years after the proving ground operations had been moved to Dahlgren, Va., the name of the plant was changed to the U.S. Naval Powder Factory. In 1958, the plant became the U.S. Naval Propellant



HERE'S HOW boxers from USS *Hancock* (CVA 19) captured all honors at recent Subic Bay open boxing tournament.



Plant, which more appropriately describes its present mission.

Throughout the plant new procedures and facilities are going into operation. For example, a million-and-a-half-dollar facility for the manufacture of base propellant grains is nearing completion. In another department, which test fires Propellant Plant-made rocket motors as well as other solid propellant components of Navy ordnance, a new Automatic Data Acquisition System (ADA) is being installed.

Over the years the names of many great men in the world of science have been on the rolls of the plant. The Goddard Power Plant, for example, is named in honor of Dr. Robert Goddard who pioneered in the development of the bazooka at the Propellant Plant. Also, Dr. George Patterson, the inventor of flashless powder, did much of his research work at the plant.

These men, together with many others, have combined their talents and efforts to bring the U.S. Naval Propellant Plant from the early days of smokeless powder to the forefront of missile-age production.

## Metal Writer

A man with an unusual craft is Shipfitter (Metalsmith) Second Class Norman R. Barnes, USN.

He is in charge of the engraving shop at the Submarine Base, Pearl Harbor, Hawaii. When not assigned to shipfitting duties, he constructs plaques for local personnel retiring from the Navy.

Prior to the dedication of the Submarine Memorial at Pearl Harbor, Barnes managed only 17½ hours of sleep during the final week. At the

last minute the plaques on the memorial had to be finished in a copper-plate bronze. Barnes did the engraving work and made the last-minute preparations.

Barnes is also an expert model builder, another knowledge that the Navy has put to use on occasion. He began working with plastics and models at Sapulpa, Okla., his home town.

One job of which Barnes is especially proud is a model he constructed of a proposed torpedo-lowering mechanism for the guided missile submarine *USS Growler* (SSG 577).

## CPO Club for SRNC

Chief petty officers in the Annapolis, Md., area now have their own club. Until now, according to officials of the new CPO club, the Severn River Naval Command was the only Naval District/River Command that did not have a CPO club within its limits.

The establishment of the club is the result of many years' work.

Newly elected officers of the Club, which is located near the U.S. Naval Station housing area in Annapolis, are B. E. Brady, ETC, President; W. W. Heath, FTC, Vice President; F. O. Carr, YNC, Secretary; M. R. Kelley, ETC, Manager, and CWO T. A. Dietz, Treasurer.

## Sixth Sub Chaser for Korea

The ex-*USS Winnemucca* (PC 1145) has been transferred to the Republic of Korea. The event took place at Pier 91, Naval Supply Depot, Seattle, Wash.

Now named *ROKS Otae San* (PC 707), the ship is the sixth PC to be commissioned in the ROK navy.



**COURTING TIME**—SubPac hoopsters chalked up a victory over Hawaii Marines as Navymen ashore and afloat hit the boards for basketball season.

*Otae San*, which takes the name of a mountain in Korea, has a crew of five officers and 60 enlisted men. The ship is classed as a submarine chaser and has a 173½-foot length, a 23-foot beam and a full load displacement of 348 tons.

*Otae San* was built at Bay City, Mich., and first commissioned on 1 Jun 1944. Before her inactivation in August 1955, she performed many air-sea rescue details in the mid-Pacific area. During her inactivation she was with the Columbia River Group, Pacific Reserve Fleet.

Following the transfer to the ROK navy, the ship remained in the Seattle area, undergoing intra-ship exercises and training drills, and preparing for sea. She then departed for San Diego, Calif., for more training.



**DECKED OUT**—Andy Cudjo, *USS Hancock's* welterweight, KO's opponent. Rt: *Hancock* boxers put on demonstration.



WELCOME ABOARD—British sailors visit with cruisemen of USS Northampton (CLC 1) while in Portsmouth, England, during break in NATO exercises.

### Boiler and Turbine Laboratory

Now in its fifty-first year of service, the Naval Boiler and Turbine Laboratory continues tests and evaluation in its field. Located at the Philadelphia Naval Shipyard, it is the only lab of its kind in the United States.

Established in November 1909 as the Fuel Testing Plant, the lab has developed and designed naval boilers, propulsion equipment and auxiliary equipment.

In its early days, the lab carried out experiments with fuel oil and naval boiler design. The lab also provided a nucleus of trained personnel and developed instruments and equipment for testing and developing boilers and accessories.

Over the years there was increased activity in boiler development. In 1932 the lab became the Naval Boiler Laboratory. In 1941 BuShips saw the need of a counterpart of the lab's boiler division for turbines, gears and other main propulsion machinery. The change to its present name was one result.

Work in the new fields of automatic controls and specialized instrumentation receives much emphasis today. Particular emphasis is placed on evaluating improvements to the reliability, lightness, compactness and economy of naval power-generation and propulsion equip-

ment. Investigations have been carried out in the fields of machinery noise, vibration, shock resistance, maintenance and shipboard operation. The lab also provides consulting services to the Fleet.

Now occupying a number of buildings, the lab has facilities duplicated nowhere else in the U.S. These facilities enable the lab to conduct full scale evaluations under simulated shipboard conditions. Past development evaluations were done with boilers and main propulsion equipment of Iowa class battleships, guided missile frigates and destroyers, attack aircraft carriers and nuclear-powered submarines.

During World War II certain of the lab's facilities were used for the production of the element U-234, used in the first atomic bombs.

### Weather Station Flies with *Hasp*

A one-pound rocket-borne weather station has been developed by the Naval Ordnance Laboratory (NOL) in Silver Spring, Md. It is designed to probe the earth's stratosphere and radio back weather findings at altitudes up to 40 miles.

The miniature weather-collector is the payload for NOL's supersonic *Hasp* (High Altitude Sounding Projectile) rocket which is used by Navy ships at sea. The *Hasp* is an anti-aircraft rocket converted into a

routine weather-data collector.

When used aboard ship, the solid-fueled *Hasp* is launched from the ship's five-inch gun. When the rocket reaches maximum altitude the instrumented payload is ejected to float back to earth at the rate of 50 feet per second.

The 11-inch instrument package, which is suspended from a six-foot diameter metalized parachute, contains a battery-operated transmitter and a sensitive temperature-measuring device. A gauge to measure stratospheric pressures will be added to the package in the near future.

Wind direction and velocity are determined by tracking the metalized parachute with shipboard radar. At the same time, the instruments measure temperatures and continually transmit this information to the ship.

During tests by NOL at the National Aeronautics and Space Administration's Wallops Island, Va., facilities, the instrumented payload was rocketed to over 20 miles altitude, where it consistently broadcast stratospheric temperatures during its 30-minute earthbound journey. Tests with the payload in the not-too-distant future are expected to double this altitude and collect air pressure data as well.

The *Hasp* rocket with its weather-gathering payload, designed for use aboard Navy ships, needs no special launchers, tracking equipment or meteorological receiving and recording equipment.

Information gathered by the *Hasp* project will be helpful when firing long-range ballistic missiles or determining fall-out patterns if nuclear missiles are ever used in war.

### Howtar Joins Marines

Leathernecks of the 1st Marine Division are testing a new artillery piece known as the "howtar." It is a cross between a 4.2-inch mortar and a 75mm pack howitzer—thus the name.

Originally constructed by the U.S. Army, the howtar is a rifled, drop-fire weapon. It uses standard 4.2 mortar ammunition.

The tube (gun barrel) is a modification of the mortar tube. To give greater stability during firing, a heavier base cap has been designed for mounting on the howitzer carriage.

The main carry-over from the howitzer is the weapon's carriage,



with improvements made in the trails and the suspension system. The howtar provides a light, mobile, compact weapon, readily transportable by helicopter.

## They Lead Destroyers

When two destroyer-type ships were seen moored to the same pier at Norfolk recently, it was a case of an original and a near-original joining company. The ships were *uss Norfolk* (DL 1) and *Preble* (DLG 15).

The former is a unit of the Atlantic Fleet's Destroyer Flotilla Four. The latter was en route to the west coast to join the Pacific Fleet. Both ships are known as frigates.

*Norfolk* set the pace, being the first ship of its type to be built for the Navy as a hunter-killer ship for antisubmarine warfare. She was the first major combatant vessel of a new category to be commissioned since the end of World War II. Originally rated a CLK (cruiser, hunter-killer ship) she was re-rated in 1951 as a DL (destroyer leader) and again in 1955 as a DL (frigate). From the start she has been a unique ship—a destroyer with a small cruiser's dimensions and displacing 7400 tons.

*Preble* is the second commissioned of the *Coontz* class of guided missile frigates. *uss Dewey* (DLG 14) was the first. The designation of guided missile frigate replaced the term frigate after *uss Wilkinson* (DL 5) was completed in July 1954. Since



**MARCHING ON**—In less than a year since it was organized the Precision Drill Team, NAS North Island, has marched off with 10 awards including seven firsts.

then, frigate types have more than tripled in number.

*Preble*, commissioned in May 1960, has changed considerably as compared to *Norfolk*. Twenty-eight feet shorter than *Norfolk*, the 512-footer weighs in at 5600 tons. Antennas top her masts and a pair of *Terrier* III missiles are angled and poised skyward on her fantail. Two radars rotate aft of her stacks and look more like huge overgrown searchlights. The pair of radars guide *Preble's* missiles—which can stop a supersonic bomber.

Much cruising lies ahead for

*Preble*. COMDESLANT predicts that she will steam a million miles in the next 20 years—and visit some 250 foreign ports in the process.

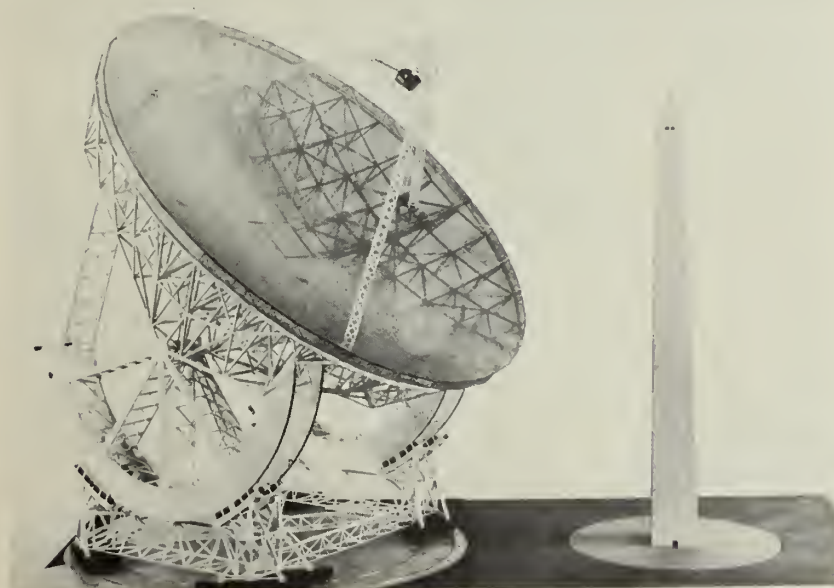
Destroyer warfare is being extended both offensively and defensively with *Preble* and her sister ships. She can stop or attack just about anything in the skies or beneath the seas through her *Terrier* missiles or her *Asroc* antisubmarine missile.

*Asroc* is fired from forward of the bridge and turns into an acoustic homing torpedo as it hits the water. Appropriately enough, the device from which it is fired is called "the coffin."

*Norfolk* is also equipped with *Asroc* and introduced the weapon to newsmen last summer at Key West, Fla. Before that exhibition, *Norfolk* demonstrated her adeptness in antisubmarine warfare against such underseas aces as *Nautilus*, *Albacore* and *Seawolf*. At Key West she went three-for-three in her jousts with the nuclear-powered *uss Skate*, SS(N) 578, in which she made three hits in three tries during the sham attacks.

*Norfolk* is a rarity among destroyer types in that she is not assigned to a squadron. She operates independently in this Cold War period, somewhat akin to the Navy's first *Norfolk*, a brigantine built in 1798. Though the older *Norfolk* (18 guns) carried more guns than the present *Norfolk* (8 guns), she displaced a mere 200 tons.

—Michael Schofield, SA, USN.



**SOME DISH**—Size of 'Big Dish' radio telescope being built at Naval Radio Research Sta., Sugar Grove, W. Va., compared with Washington Monument.

Brief news items about other branches of the armed services.

A PORTABLE LAUGHING GAS FACTORY, producing anaesthesia for use by Army medical units in the field, is now being developed for the use of Army medical units.

The mobile plant can generate 40 pounds of liquid nitrous oxide—commonly known as laughing gas—in an hour. Scheduled to undergo acceptance and engineering tests within a few months, the plant will minimize, if not eliminate, the need to ship compressed gas cylinders to and from various theaters of operation.

The "factory" consists of two skid-mounted units that can be carried by truck, train or plane. The units are comparatively lightweight, yet rugged, and they are simple enough and safe enough to permit operation in the field.

Now in the hands of the Army Engineer Research and Development Laboratories at Fort Belvoir, Va., the plant operates through the conventional decomposition of ammonium nitrate by heat. Ammonium nitrate, which can be shipped to the site in paper bags, is melted in five pots, then passed to five decomposition vessels, and from there to "scrubbers" which remove nitric acid, nitric oxide and trace acids. After that the material passes through other processing units mounted on the second skid, and the resulting liquid nitrous oxide goes to storage cylinders, where it is kept ready for use.

The two skids are connected to one another by a plastic bag. This specially designed item has a capacity of 300 cubic feet, yet it weighs only 30 pounds and can be folded into a small package for storage. The inner envelope is of vinyl plastic sheeting, and the outer casing is of vinyl-impregnated nylon fabric.

★ ★ ★

MILITARY AIR TRANSPORT SERVICE has joined the jet age. Some 7000 MATS passengers crossed the Pacific via MATS jet aircraft from Travis Air Force Base, Calif., to Yokota Air Base, Japan, during November and December 1960.

The jets, which were under a two-month contract to MATS, were scheduled to make 11 trips to Japan each month. Flight time from Travis to Yokota via jet was about 14 hours as compared to 24 hours by conventional aircraft, and the return trip to Travis, about 12 hours as compared to 28 hours by conventional MATS planes.

Each of the jets carried about 160 passengers, or



**LONG WAY DOWN**—Air Force captain bails out of a balloon gondola on the highest altitude drop in history.

double the load normally carried by conventional aircraft under contract to MATS.

★ ★ ★

A NEW LOGISTIC data and message communications system, thought to be the world's largest, will soon be constructed for the U.S. Air Force. The system, called COMLOGNET (Combat Logistics Network) can handle the equivalent of one hundred million words daily.

Five completely electronic message and circuit switching centers, which will make up the network, will be located at Norton AFB, Calif.; Gentile AFB, Ohio; McClelland AFB, Calif.; Tinker AFB, Okla.; and Andrews AFB, Md. The Norton Center will begin operations in 1961.

The system will handle communications concerning logistics, aircraft movements, air traffic maintenance, passenger information and flight control data. It will work with narrative, data, graphic and digitalized voice information.

The COMLOGNET is completely automatic and has built-in error detection and correction devices.

Compatible with other military communications systems, the network will link some 500 air bases, air stations, depots and civilian suppliers.

★ ★ ★

THE AIR NATIONAL GUARD plans to convert nine squadrons to global transport missions over the next



**A NEW PUNCH**—Army's airborne SS-11 guided missile, launched from helicopter, streaks toward a moving target.



two years. In the same period it will also equip four squadrons with KC-97s for air refueling tasks, and shift four others to aeromedical evacuation roles.

These scheduled conversions will not affect the overall structure of the ANG—24 wings and 92 flying squadrons. The 17 squadrons selected for new missions will be transferred from air defense, tactical reconnaissance and tactical fighter functions.

When all conversions have been completed, the Air Guard will have 15 long-range air transport squadrons employing heavy four-engine aircraft, and nine aeromedical evacuation units, some of which will also fly four-engine planes.

It will retain 26 air defense squadrons, all equipped with late-model rocket/missile-armed aircraft; 21 tactical fighter squadrons; 12 tactical reconnaissance units; four special troop-carrier outfits, and one light transport squadron.

ANG's slated conversions reflect the Air Force's changing requirements and a need for additional airlift. They will enable the ANG to augment the long-range transport capability of MATS, and make it possible for it to assume a portion of the air evacuation mission formerly handled by active duty MATS squadrons.

Squadrons scheduled for conversion to long-range transports thus far include the 128th, Marietta, Ga.; 142nd, Wilmington, Del.; 158th, Savannah, Ga.; 185th, Oklahoma City, Okla.; 105th, Nashville, Tenn.; 155th, Memphis, Tenn.; and the 191st, Salt Lake City, Utah. Other selections are to be made later.

The first tanker squadron will be assigned to the Illinois ANG's 108th Squadron based at O'Hare Field, Chicago. Others slated to switch to tanker roles are the 126th, Milwaukee, Wis., and the 103rd, Philadelphia, Pa. A fourth has not yet been selected.

★ ★ ★

A PILL THAT PROMISES to be the most effective anti-malaria drug combination developed so far is now being used by Army troops in Korea. Plans call for the eventual use of the pill by all of the armed services.

The new tablet combines two drugs used separately in the past for malaria prevention—chloroquine and



**BACK TO EARTH**—Air Force's X-15 research aircraft returns to Edwards AFB, Calif., after high-altitude flight.

primaquine, both developed since World War II.

Since 1951, chloroquine and primaquine have complemented each other in malaria treatment, although they had not previously been taken together in tablet form. Under new treatment procedures, military personnel in malarious areas will take a tablet each week.

Because it is so easy to administer, the new pill (as yet unnamed) is a great improvement over earlier treatment methods. In recent years the standard treatment has been a weekly dose of chloroquine to suppress the symptoms of malaria—recurring chills and fever (caused by malaria parasites in the blood cells of people bitten by malaria-bearing mosquitoes). Then, upon leaving the malarious area, military personnel took primaquine for 14 straight days. Primaquine kills the malaria parasites, which otherwise could dwell for years in the liver and other tissues, causing later relapses of the disease.

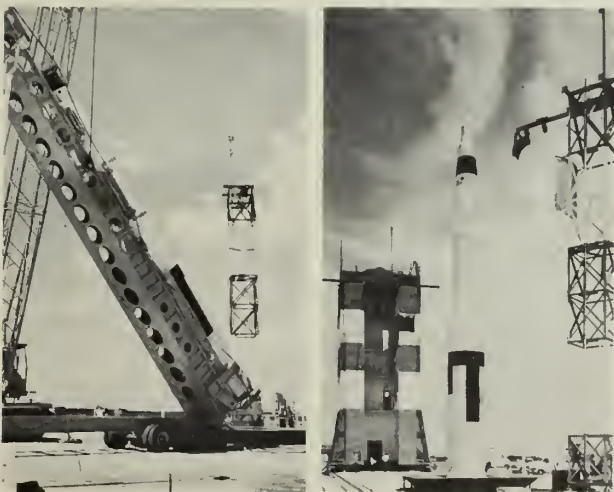
Chloroquine, on the other hand, suppresses malaria but does not cure it. Military personnel have used it in malarious areas since the start of the Korean conflict, taking it in doses of one tablet a week without unpleasant side effects. It replaced World War II's atabrine and the traditional quinine, both of which had to be taken daily to suppress malaria symptoms. The older drugs tended to cause headache, nausea and other unpleasant effects.

★ ★ ★

A UNIQUE, LIGHTWEIGHT, rocket-powered ejection seat for emergency use in Army vertical take-off and landing research aircraft, is under development.

Present ejection seats enable the pilot to escape safely only when the aircraft is in forward motion or has sufficient altitude for the parachute to open effectively. In contrast, the seat being developed is designed to operate without the necessity for forward speed. It will provide a safe means of escape at any height from ground level to 10,000 feet. The new features make it particularly adaptable to the vertical take-off and landing type of aircraft now under development—aircraft that take off and land like a helicopter and convert in the air to forward flight.

The rocket-propelled seat is equipped with a fully automatic quick-opening parachute. The seat weighs only 68 pounds, which is about half the weight of similar units now being used.



**FULL SCALE** model of USAF Minuteman missile checks out launcher for use on trains and ground support.

# THE WORD

## Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **FEBRUARY EXAMS**—If you expect to be advanced in rate as a result of the Navy-wide examination for advancement being held next month, you had better be hitting the books now.

The test for chief petty officer (E-7) will be held on Tuesday, 7 Feb 1961; for E-6 (PO1) on Thursday, 9 Feb 1961; for E-5 (PO2) on Tuesday, 14 Feb 1961; and for E-4 (PO3) on Thursday, 16 Feb 1961.

If you do fail your examination this year, however, or if you pass but are not rated, you will be told by the Naval Examining Center in what subject areas of the examination you were weak, and also in what areas you were strong. It should set you straight for the next time.

The information will be returned to you on an individual examination profile card which will be first sent to your command, and then given to you after the results of the examination have been published.

On the card the subject matter is divided into as many as 16 categories. You are graded from very low to superior in each subject area, which is a comparison grade with others in your same rating.

In this way, you will be able to concentrate in your weak areas, and your command will be better able to evaluate its training program.

Also in February, enginemen (or EN strikers) in pay grades E-3 through E-6, who hold the BuPers-assigned NEC of nuclear powerplant operator, will be allowed to compete for advancement to either EN or MM. Men authorized to compete in

the alternate path of advancement, however, must have completed the required training courses, practical factors, and performance tests for the alternate rating.

Examinations for a new service rating will be held in February. Graduates of the newly established ATW Class "A" School will be allowed to compete for ATW3. Commanding officers may recommend ATW Class "A" School graduates for advancement to ATW3 if they are in all other respects eligible.

Information about the February examination was listed earlier in BuPers Notice 1418 of 17 Nov 1960.

• **SHORTHAND REQUIREMENT FOR YEOMEN**—The shorthand requirement as a performance factor for yeomen is back. Proficiency in shorthand will be a requirement for advancement to yeoman first class beginning with the August 1961 Navy-wide promotion examinations, and for chief yeoman with the February 1962 exams.

The shorthand requirement for YNs was dropped in March 1960. In recent months, however, several major Fleet commanders have cited the critical need for, and lack of, qualified yeoman stenographers—hence the Navy's decision to reestablish stenographic requirements of 60 words per minute for advancement to E-6 and 80 words per minute for E-7.

When the requirement was dropped last year the Navy established an interim Class "C" course to provide stenographers with the ability to take dictation at 120 words

per minute. Since shorthand ability was no longer a requirement, however, it was difficult to fill the school with volunteers.

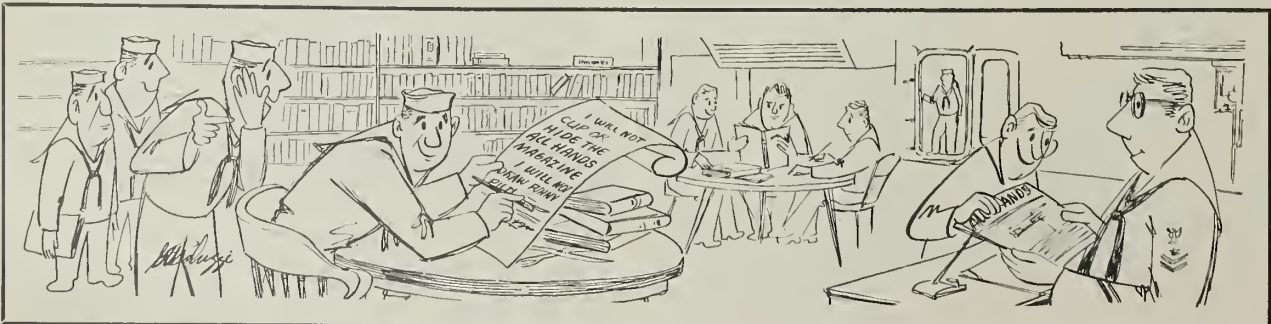
Either a manual or machine shorthand system will satisfy the requirement. Manual shorthand includes Gregg, Speedwriting, and other systems of brief writing by hand. Machine shorthand means stenography by a key-punch system—Stenomask stenography will not meet the requirement.

• **PRO-PAY FOR MORE NECs**—As a result of a recent ruling by the Department of Defense, petty officers working outside their ratings (E-4 through E-7) who hold Navy Enlisted Classification Codes (NECs) in any of 11 new categories are now eligible to receive pro-pay. Before, only men in three NEC series were eligible.

DOD has ruled that Navymen E-4 through E-7 who hold NECs in the 3300, 9900 and 5300 series, or NECs QM-0221, RD-0313, RD-0315, TM-0771, TM-0752, ET-1581, AO-6852, PH-8135, PH-8136, PH-8141, and are performing duties in these jobs, but whose parent rating is not associated with these duties, are considered to be working in a recognized military skill, and are eligible to compete for proficiency pay in their parent rating.

BuPers Inst. 1430.12B, change transmittal of 20 Oct 1960, which announced these changes, also states that NavPers 624 (Rev. 1-60) should be used for a report of Examination of Advancement or Change of Rating, in place of NavPers 624 (Rev. 2-60).

• **LANGUAGE QUALS**—Qualified linguists, translators or interpreters will no longer have their linguistic abilities reported on their NavPers 500 (Personnel Accounting) card. Instead, those EMs having foreign



ADD THIS to your list of New Year's resolutions . . . Always pass ALL HANDS Magazine on to nine other men.



language quals will have this information supplied to BuPers in the form of a letter. The letter will contain the following details:

- (1) Name, service number, rate, NECs, branch/class.
- (2) Language qualification, including dialect.
- (3) Degree of proficiency; i.e., linguist, translator or interpreter.
- (4) Statement of how language qualification was acquired.

Enlisted language quals now recorded at BuPers will be furnished active-duty PAMIs (Personnel Accounting Machine Installations) on a quarterly basis.

BuPers Notice 1080, which deals with this subject, also emphasizes that the purpose of acquiring this information is for possible future use — and does not mean that duty assignments will automatically result from it. When the need does arise for personnel with language quals, the information is used, either at the local PAMI, or at BuPers, to locate EMs who are qualified and available.

**• FLEET NAVYMEN TO CLASS "A" SCHOOL** — Between February and September each year the recruit input into "A" schools doesn't fill all available seats. This leaves room for Fleet personnel.

If you are in pay grades E-2 or E-3, want to attend a Class "A" school, and you meet the following requirements, submit your application to the Chief of Naval Personnel.

You must:

- Meet all school entry requirements listed in the *Catalog of U.S. Naval Training Activities and Courses* (NavPers 91769-D) and *CNATECHTRA Bulletin of Schools and Courses*. You may request a waiver of 10 points on a combined score or five points on a single score on your basic battery tests.

- Have, as required by those two publications, sufficient obligated service at class convening date. Men otherwise eligible may sign a page 1A conditional agreement to extend in yearly increments, or reenlist in order to have required obligated service in exchange for a Class "A" school assignment.

- Include your basic battery test scores and your expiration of active obligated service date on your application.

Before submitting your application, if you plan to make the Navy

a career, you should investigate the STAR program. This plan is further explained in BuPers Inst. 1133.13D.

When applications for these programs reach the Bureau of Naval Personnel, they will be reviewed and the best qualified personnel will be assigned the available quotas.

Complete details on this program may be found in BuPers Inst. 1510.86B.

**• LONGER SHORE TOURS DUE SOME RATINGS**—If you're in one of 39 different rating or rate categories, and your current shore tour expires on or after 1 Mar 1961, you'll probably be spending from six months to a year longer ashore than you've been counting on.

New and longer shore tour lengths in all or part of 18 ratings have just been announced by BuPers Notice 1306. They supersede instructions contained in chapter seven of the revised edition of the *Enlisted Transfer Manual* (NavPers 15909A) recently distributed to naval activities.

Some exceptions to the lengthened shore tours may be required in order to maintain the necessary personnel flow to Class "B" schools. In the majority of cases, however, the longer tours shown in the table below will be in effect.

A severe shortage of travel funds, a recently-concluded study of sea/shore billet ratios in Group IX and X rates, and a desire to provide a permanent base for increased personnel stability both afloat and ashore all entered into establishment of the longer shore tours.

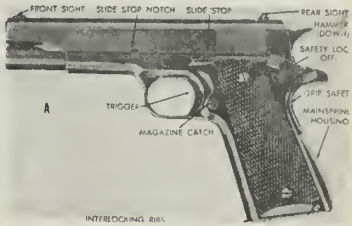
New tour lengths are:

Rate	Tour Length	
	Old	New
QMC	30	36
NWC	30	36
NW1, 2	24	36
JO3, JOSN	24	36
DM3, DMSN	24	36
MRC	30	36
DCC	30	36
AD3, ADAN	24	36
ATC, 1	30	36
AOC	30	36
AO1	24	36
YN3, YNSN	24	36
PN3, PNSN	24	36
AEC	30	36
AE1, 2	24	36
AQC, 1, 2	24	36
AMC, 1, 2	30	36
AM3, AMAN	24	36
PRC	36	42
PR1, 2	30	36
PR3, PRAN	24	36
AK3, AKAN	24	36
HM2	30	36

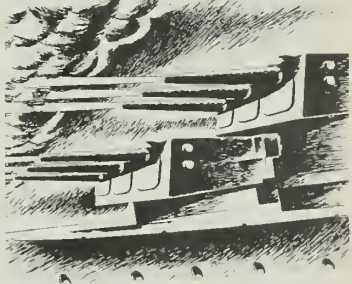
# QUIZ AWEIGH

Try this Navy quiz on for size. Sure as shooting it'll be a cinch, if you know your guns.

1. Familiar to all is the small-arms weapon shown below. The great majority of these weapons in use today are officially designated as (a) Side Arm, Caliber .45 M1917 (b) U. S. Pistol, Caliber .45 M1911A1 (c) Pistol, Caliber .38 M1941-A.



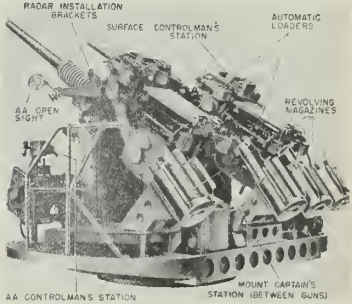
2. Maximum effective range of this weapon is (according to the Landing Party Manual) (a) 50 yards (b) 100 yards (c) 150 yards.



3. Blazing away in the above drawing are the guns of a large combatant ship. The structures that support each set of guns should be readily recognized as being (a) mounts (b) gun-houses (c) turrets.

(a) mounts (b) gun-houses (c) turrets.

4. The action shown here would best be described as (a) salvo (b) broadside (c) mass fire.



5. This business-like piece of ordnance is a key weapon on many types of ship. You don't have to look at it very hard to see that it is a "twin so and so" rather than a "single such and such." But you'll have to study it more closely to determine if the caliber is (a) 40mm (b) 3-inch (c) 5-inch.

Answers to Quiz Aweigh on p. 57.

# THE BULLETIN BOARD

## What Do You Know about OC, AOC and NAOC? Check the Facts

IF YOU'RE A COLLEGE GRADUATE ON active duty with the Navy, and you're interested in becoming a commissioned officer, this article is for you. It outlines the different officer candidate programs offering commissions in a variety of fields, one or more of which may be the right one for you.

In general, these programs fall into three categories—the Officer Candidate (OC), the Aviation Officer Candidate (AOC 1395) and the Naval Aviation Officer Candidate (NAOC 1355) programs.

The *Officer Candidate (OC)* program provides a course of training for selected college graduates leading to a commission as a Reserve Officer in the line, restricted line, or staff corps of the U.S. Navy. Selected enlisted applicants are designated as officer candidates within their present pay grades, but not lower than E-2.

The *Aviation Officer Candidate (AOC 1395)* program is geared for selected college graduates who meet the requirements for flight training. Selected enlisted applicants are designated as Aviation Officer Candidates within their present pay grades, but not lower than E-2. AOCs who successfully complete the four-month officer indoctrination course, if qualified, are commissioned as Reserve officers and, upon successful completion of flight training, are designated Naval Aviators.

The *Naval Aviation Officer Candidate (NAOC 1355)* program provides training for selected college graduates who meet the requirements for a Reserve commission in the line within the aviation billet structure. Purpose of this program is to prepare aviation officers as Naval Aviation Observers (NAO), or for weapons systems, air intelligence and maintenance billets in the categories of Radar Intercept Operator, Bombardier, Navigator, Bombardier/Navigator, Airborne Early Warning, Antisubmarine Warfare, E.C.M. Evaluation, Maintenance, Electronics Maintenance or Ordnance. Selected enlisted applicants are designated NAOC 1355 within their

present pay grade, but not lower than E-2. Candidates who successfully complete the four-month officer indoctrination, if qualified, are commissioned as Reserve officers.

Basic eligibility requirements for all phases of the programs are the same. To qualify, you must:

- Be a citizen of the United States. (Applicants for naval intelligence, air intelligence/photographic intelligence or naval security group duties must be citizens by birth.)

- Be a graduate of an accredited college or university with a bachelor's degree.

- Be physically qualified in accordance with standards contained in the Manual of the Medical Department.

- Be on active duty at a permanent duty station where you have been serving for at least two months. (Naval Training Centers for recruits and service schools two months or more in duration are considered permanent duty stations for these programs.)

*Exception:* This requirement does not apply to Naval Reservists whose applications were being processed at the time they were ordered from inactive duty to a training center for active duty. OIC's of Naval Recruiting Stations will forward these application files to the training center for completion and forwarding to the Chief of Naval Personnel. (Na-

val Reservists who are ordered to a duty station other than a training center while applications are in process are advised to reapply.)

- Have at least six months of obligated service remaining under current enlistment upon receipt of orders to school. If you have less than six months remaining, you are authorized to extend or re-extend your enlistment, but the agreement to extend must be executed before you are transferred to the school.

Here is a rundown on the various programs and categories within these programs:

### Officer Candidate School (OC)— (For male applicants)

*Line*—1105; *Restricted Line*—1405, 1455, 1515, 1535, 1615, 1625, 1635, 1655; *Staff Corps*—2305, 3105, 5105.

Successful candidates become Ensigns in the line, restricted line and staff corps, with a very limited number of LTJG commissions available in the restricted line and Civil Engineer Corps.

If you are selected you are ordered to report to the U.S. Naval Schools Command, Newport, R.I., for a four-month indoctrination course. (An exception—if you are selected for Aviation Experimental Psychology you will receive your indoctrination at NAS Pensacola.)

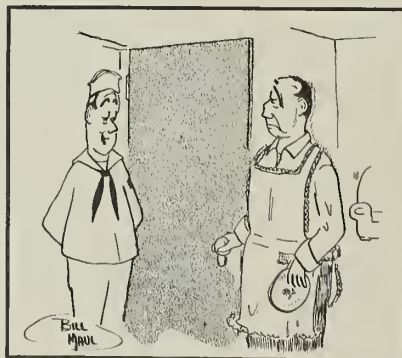
Line officers are ordered to appropriate billets. Staff corps and restricted line officers are given additional training under the supervision of the cognizant bureau or office.

If you are processed at a naval training center, you are required to take the Officer Qualification Test (OQT). Minimum qualifying scores are:

Category	Score
1105, 3105, 1625	40
2305	40
1405, 1455, 1515	48
1615, 1635, 1655, 5105	50

Applicants who have not taken the OQT must have a GCT of at least 63 to be eligible. (Note: Applications from extremely well motivated candidates who fail to attain minimum OQT or GCT scores may be processed if, in the opinion of the

All-Navy Cartoon Contest  
W. R. Maul, CT1, USN



"Hi, Chief! Just thought I'd drop in and ... say ... That's pretty sharp! Make it yourself?"



CO, the applicant is outstanding in other respects.)

You are required to serve on active duty in commissioned grade for three years from the date you accept your appointment, if required by the needs of the service, and to retain your commission in the Naval Reserve for a total of six years following the date of your original appointment.

You must be in the 19-27 age group at time of submission of application in order to be eligible for a commission as Ensign. For LTJG, limits are 27-33 for restricted line, and 21-33 for the Civil Engineering Corps. Prior active military service may be used to adjust the limit on a month-to-month basis, up to a maximum of 36 months.

Additional special requirements:

**Restricted Line**—Only the applications of men not physically qualified for line will be considered for 1615, 1635 and 1655. If you are physically qualified for line, you may be considered for 1405, 1455 and 1625, but you should indicate line as an alternate choice.

**Engineering duty officer — 1405:** Candidate must have a baccalaureate in mechanical, electrical, chemical, metallurgical, petroleum or industrial engineering; or a degree in physics; or a degree in applied mathematics; or a degree in naval architecture or marine engineering from M.I.T., Webb Institute, or the University of Michigan.

**Engineering duty officer (Ordinance Engineering) — 1455:** Candidate must have a baccalaureate in mechanical, electrical, chemical, metallurgical or industrial engineering; or a degree in physics; or a degree in applied mathematics.

**Aeronautical Engineering Duty Officer—1515:** Candidate must have a baccalaureate in aeronautical engineering, mechanical engineering, or a related specialty such as internal combustion engines or aircraft power plants; or a degree in electrical or radio engineering or associated specialty with a major in electronics. Although not a requirement, experience in an engineering capacity associated with aircraft maintenance or internal combustion engines is desirable.

**Aeronautical Engineering Duty Officer (Aerological Engineering)—1535:** Applicant must have a bac-

calaureate in any field of engineering, chemistry, physics or mathematics, with one year (30 semester hours) of postgraduate work in aerological engineering; or, a degree with a major in meteorology. Although not a requirement, previous employment in a meteorological capacity is desirable. If you have civilian or military experience in meteorology you may substitute each year of such experience for five se-

mester hours of postgraduate work in aerological engineering.

**Special Duty Officer specializing in communications (Naval Security Group Program)—1615:** Must be a citizen of the U.S. by birth, with no questionable foreign connections by marriage, family or otherwise. Applicants with educational and/or professional experience in mathematics, history, economic geography, electronics, physics, foreign languages

## WHAT'S IN A NAME

### Submarine Dolphins

A high point in the career of many a Navyman occurs when he becomes a qualified submariner. At that time he is authorized to wear dolphins.

The correct name for the dolphins is submarine insignie. It is one of the items of uniform included under the category of breast insignia, including naval aviator, aviation observer and parachutist insignia, among others.

The submarine insignia came into use in the Navy nearly 37 years ago. It was on 13 Jun 1923 that the commander of a New London-based submarine division took the first official steps—by way of an official recommendation. That officer was Captain Ernest Joseph King, USN, who later became Commander-in-Chief U.S. Fleet and Chief of Naval Operations.

Captain King recommended that a distinguishing device be adopted for qualified submariners, both officers and enlisted men. With his recommendation he submitted a pen-and-ink sketch of his own. The sketch showed a shield mounted on the beam ends of a submarine, with dolphins forward of, and abaft, the conning tower. The recommendation was strongly endorsed by Commander, Submarine Divisions, Atlantic Fleet, the following day and sent on to the Chief of the old Bureau of Navigation.



Over the next several months the Bureau solicited additional designs from various sources. Several were submitted. Some combined a submarine-and-shark motif. Some showed submarines and dolphins. Some used a shield design.

On 20 Mar 1924 the Chief of BuNav recommended to the Secretary of the Navy that the dolphin design be adopted. A few days later the recommendation was accepted by Theodore Roosevelt, Jr., Acting SecNav.

The final design shows the bow view of a submarine proceeding on the surface of the sea. Her bow planes are rigged for diving. Flanking the submarine are stylized dolphins in horizontal position with their heads resting on the upper edge of the bow planes.

As with other breast insignia (and enlisted distinguishing marks), qualifications are outlined in the BuPers Manual, while the method of wearing, a description of the design and an illustration of the design are to be found in Uniform Regulations.

The submarine insignia in the early days were awarded only to those officers qualified for submarine command. Later the criteria became "Qualified in submarines." Also in the early days, the insignia were worn (both by officers and enlisted men) only when attached to submarines or submarine organizations. Under current directives however, once qualified, the insignia may be worn regardless of the duty being performed.

As first authorized, the insignie for officers was a bronze, gold-plated metal pin. Later, both a gold embroidered insignie and a gold-color metal pin became authorized.

Today enlisted submariners may wear either a silver-color metal pin or an embroidered dolphin. The latter is either white or blue, depending on the uniform worn.

Originally, the embroidered insignie was worn on an enlisted man's right sleeve, midway between the wrist and elbow. Today it is worn on the left breast.

## When Did You Last Check Your Record of Emergency Data?

It's that time again—time to check the DD Form 93-1 in your service record.

If you're like most of us you're no doubt blithely convinced that it will always be the other guy who'll step in front of the wrong taxi, or catch the plane that doesn't make it—that it can't happen to you.

Unappealing as the prospect may be, however, it's well to consider that it can happen to you—perhaps tomorrow—and to consider, too, what effect such a sudden catastrophe might have on those you leave behind if you've failed to keep your Record of Emergency Data page up to date.

The DD Form 93-1 is, with the possible exception of the enlistment contract, the most important page in your service record—and you are responsible for seeing that it's kept current and correct. It is used by both your CO and the Chief of Naval Personnel if you become seriously ill or injured, or if you die or are reported missing, as the basis for:

Person to be notified in the event of an emergency; names and addresses of your spouse and parents; names, addresses and ages of your children; identity of any persons you do not want notified because

of ill health (a heart condition, for instance), age or other reasons; the beneficiary for death gratuity if you are not survived by a spouse or children; names of the beneficiary or beneficiaries you want to receive any money due and unpaid to you from the Navy at the time of your death, including your savings deposits; name of the person you want to receive a percentage of your pay in the event you are missing and unable to transmit funds; name and address of any insurance companies with whom you have policies in force, so that they may be furnished certifications of casualty; names of those who are in fact receiving more than 50 per cent of their support from you.

If your DD Form 93-1 is not current and accurate, notification of the persons who should receive emergency information could be delayed, quite possibly with tragic results. Immediate payment of the death gratuity might be made to a person not legally entitled to it, or, if no widow or children survive, to someone other than the person of your choice. Settlement of unpaid pay and allowances might be made to other than your current (and intended) next of kin. If you became missing, your funds might

not be handled according to your desires.

The Personal Affairs Division of BuPers spends a good deal of its time wading through the mess caused by incomplete and or inaccurate information contained in DD 93-1 Forms. It could quote you chapter and verse from hundreds of cases where needless heart-break, embarrassment, delay and actual suffering resulted.

When a man is married, one of his first steps logically is to make his wife his number one beneficiary in case something happens to him—yet many Navymen never get around to changing their DD Form 93-1 to insure this. Again, if you have children, you'd certainly want them to be your beneficiaries if both you and your wife died—but again many Navymen forget to list new additions to the family on their DD Form 93-1.

Births, deaths, marriage, divorce, remarriage, change of address—these are just some of the items which can make the Record of Emergency Data sheet out of date, no matter how recently you've filled one out. So if any changes have affected your particular situation, see your Personnel Office—it's time for a change.

or political science are desired.

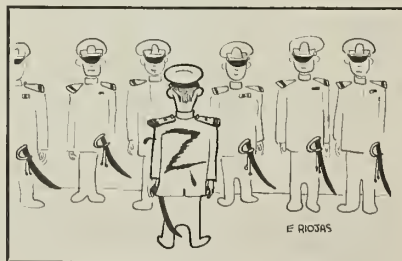
Special Duty Officer specializing in Law—1625: Must hold a law degree from a law school accredited by the American Bar Association. Must be a member of the bar of a federal court, or the highest court of a state or the District of Columbia. (You may apply without being such a member, but you must be a member before your original commissioning.)

If you are a Law Specialist (1625) applicant, you may, if qualified, request consideration for law specialist as first preference on the designator preference statement. You will be given initial consideration for law specialist, and, if selected, will be enrolled as a 1625 officer candidate. Upon successful completion of OCS, you will be appointed law specialist in the grade of LTJG.

Special Duty Officer specializing in Naval Intelligence—1635: Must be a citizen of the U.S. by birth,

with no questionable foreign connections by marriage, family or otherwise. Applicants are desired who have educational and/or professional backgrounds in one or more of the following fields: archeology; architecture; broad contact experience; broad executive and administrative experience; business administration; cartography; economics; extensive travel and/or residence in a foreign country; foreign languages

All-Navy Cartoon Contest  
E. Riojas, HM1, USN



(good knowledge of at least one); hydrography; industrial engineering; investigation (particularly experience with federal and state agencies); journalism; law; photogrammetry; photography and mapping; physical and/or natural sciences; political science; public relations; research and analysis fields; shipping and transportation; teaching; or technical or scientific fields.

Special Duty Officers specializing in Public Information—1655: Applicants are desired who have professional experience, either civilian or military, in the field of mass communications such as public relations, newspapers, magazines, books, trade publications, radio, television, advertising, public events promotion, public opinion surveys, motion picture or still photography, or instructing in any of the above.

Supply Corps Officer—3105: Must have a bachelor's degree.



Civil Engineer Corps Officer — 5105: Must have a bachelor's degree in civil, mechanical, electrical, mining or architectural engineering, or architecture.

If you would qualify for consideration for an initial commission in the grade of LTJG, you must meet additional requirements. In the case of restricted line you must possess a master's degree or doctorate, or a baccalaureate and have three years of professional experience in your specialty. For the Civil Engineer Corps, you must have had three years of professional experience in a field considered to be of special value to the Navy.

Years of graduate engineering study in an accredited college or university are evaluated as engineering experience. Each year of active military experience directly related to the applicant's engineering specialty may be counted as one year. Each year of civilian experience in a field directly related to civil engineering may be counted as one year.

#### **Officer Candidate School (OC)— (Men and Women)**

Medical Service Corps—2305: Includes the pharmacy and optometry sections; the medical allied sciences: bacteriology; biochemistry; biophysics; chemistry; entomology; hematology; industrial hygiene; microbiology; parasitology; pharmacology; physics; physiology; psychology (clinical); psychology (experimental); public health; radiobiology; radiochemistry; radiophysics; serology, and virology; and the women's Specialist section—dietitians, occupational therapists and physical therapists.

If you are processed at a naval training center, you must take the OQT or WOQT Form 7W (Women), and attain a minimum qualifying score of 40. Those who have not taken the OQT must have a minimum GCT of 63 to be eligible. However, the minimum OQT, WOQT or GCT scores can be waived if the CO feels the applicant is outstanding in other respects.

If you apply for a commission as an Ensign you must be at least 21 and under 31 and one-half years old at the time of submission of application, while aspirants for consideration for appointment at LTJG

must be in the 21-33 age group. Prior military service may be counted on a month-for-month basis up to a maximum of 36 months.

**Pharmacy**—Must be a graduate of an accredited college or university

with a major (30 semester hours) in pharmacy, or must have earned a master's degree in pharmacy. Must submit evidence of registration as a pharmacist by one of the states or the District of Columbia.

## **WAY BACK WHEN**

### **Pioneer in Steam Engineering**

Back in the days when the Navy was still using sailing ships, a forceful Navyman became steamed up over the idea that there was a better way of getting there fastest with the mostest. His name was Ben Isherwood and he played a prominent role in advancing steam engineering in the Navy.

Benjamin Franklin Isherwood was born in New York City on 6 Oct 1822. He began his training as an engineer for a railroad company when he was about 14 years old. Some time later, he left that job and worked for a time in a civil engineer's office, but then returned to a railroad job. This time he worked under Charles B. Stuart, a man who later became Engineer-in-Chief of the Navy.

After this, Isherwood worked for the U.S. Treasury Department as a lighthouse construction engineer. While working there he designed a new type of lighthouse lens which was adopted for use. He was later sent to France to supervise the manufacture of these lenses.

In 1844, at the age of 22, Isherwood became one of the original group of men appointed to the Engineer Corps of the U.S. Navy.

During his early years in the Navy, he served in several Navy ships including *Princeton*, the U.S. Navy's first screw-propeller ship. In 1848, he was promoted to the rank of chief engineer and in 1852, he was transferred to Washington, D.C. His most notable achievement during a one-year tour there was a feathering paddlewheel for the *Water Witch*, which he designed—the first such paddlewheel used in the U.S. Navy. The floats or buckets of a feathering paddlewheel move on an axis

and enter and leave the water edge first. The broadside of the float acts when fully submerged.

From Washington, he again went to sea aboard *San Jacinto* for four years. He then returned to Washington, D. C., in 1859 where he directed the designing of a class of gunboats for the Russian government.

Also in 1859, Isherwood published a two-volume work, "Engineering Precedents," which discussed the distribution and losses of energy in engines and boilers. The conclusions drawn in his book were a result of his studies during practical operating conditions during his 12 years in the Navy.

Most of his fame, however, came from another two-volume work which he published in 1863 and 1865. Entitled "Experimental Researches in Steam Engineering," the books were translated into six foreign languages and became a standard engineering text throughout the world.

In 1861, Admiral Isherwood was appointed Engineer-in-Chief of the Navy and in 1862 he became the first Chief of the Bureau of Steam Engineering—a job he kept for eight years.

When the Civil War began, the U.S. Navy had only 28 steam-driven ships. To build up the U.S. Navy, Admiral Isherwood personally directed the design and construction of the machinery for U.S. Navy ships. By the end of the war, the Navy had some 600 steam-driven ships.

One ship in particular, *Wamponoag*, is credited to Isherwood's ingenuity. Besides designing the machinery, he also suggested the principal dimensions of the hull. When finished, the ship attained a speed of 17.75 knots—a speed considered nearly impossible at that time.

After his tour as Chief of the Bureau of Steam Engineering, Isherwood spent his remaining years in the Navy studying foreign navies and naval bases. He also directed a great deal of research.

Admiral Isherwood retired from the U.S. Navy on 6 Jun 1884, and after 31 years on the retired list, died in New York City. He held the relative rank of Rear Admiral.

Since his death on 19 June 1915, Admiral Isherwood has been immortalized in the U.S. Navy. The steam engineering building at the U.S. Naval Academy has been named Isherwood Hall and two Navy destroyers, DD 284, succeeded by DD 520, have been named in his memory.



**Optometry**—Must be a graduate of an accredited college or university with a major (30 semester hours) in optometry, or must have earned a master's degree in optometry or doctor of optometry degree (OD). Must submit evidence of registration as an optometrist by one of the states or the District of Columbia.

**Medical Allied Sciences** — Must have at least a bachelor's degree from an accredited college or university.

To apply for a commission in the specialty of experimental psychology you must have, in addition to the B.A., a minimum of 30 semester hours of graduate work in or relating to that specialty.

**Dietitians**—Must have a bachelor's degree from an accredited college or university with a major in foods and nutrition or institutional management, and must have completed a dietetic internship. Three years of experience, one of which must have been at hospitals, may be substituted for internship, provided this experience includes diet therapy, adequate menu, food preparation and service planning, food cost control, food supplies and equipment handling.

**Occupational Therapists**—Must be graduates of an accredited college or university with a bachelor's degree, or must be graduate nurses. In addition, must have completed an occupational therapy training course in one of the schools accredited by the Council on Medical Education and Hospitals of the American Medical Association.

**Physical Therapists**—Must have a bachelor's degree from an accredited college or university with a major in physical education or the biological sciences, or must be graduate nurses. In addition, must have completed a training course for physical therapists in one of the schools accredited by the Council on Medical Education and Hospitals of the American Medical Association.

To be eligible for appointment as LTJG in any of the above fields you must hold a doctorate in your specialty.

## Officer Candidate School (OC)— (Women)

Line — 1105; Staff Corps — 3105

In addition to the basic eligibility requirements listed at the beginning of this article, you must complete

## All-Navy Cartoon Contest LT B. E. Lodge, USN



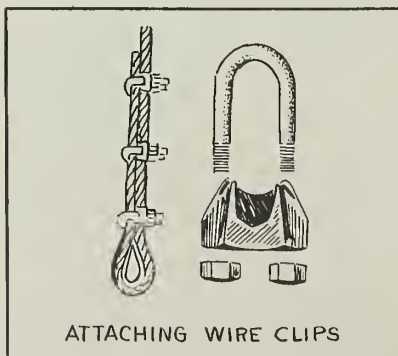
"The story is told with the hands?—  
No wonder I didn't get it."

WOQT Form Seven if your application is processed at a naval training center. If you have not taken the WOQT, you must have a minimum GCT score of 63. Minimum qualifying score on the WOQT is 40. However, candidates who do not achieve the minimum WOQT or GCT scores may still have their applications processed if, in the opinion of the CO, they are outstanding in other respects.

You must be at least 20 and under 27 and one-half at time of appointment to Ensign, and under 33 and one-half at time of appointment as LTJG. Age may be adjusted on a month-for-month basis for previous active military duty performed, up to a maximum of 36 months.

Classes for the OC (Women) program convene in July, November and March of each year. Deadline dates for receipt of applications in this Bureau are 10 May, 10 September and 10 January. Applications received after deadline dates are

## Grains of Salt—



automatically considered for the next class.

## Aviation Officer Candidate (AOC 1355)

If your application is processed at a naval training center you will be given the OQT. No minimum qualifying score is required. However, if you score 34 or lower you may be rejected in the field.

You must attain a minimum grade of three on the Aviation Qualification Test (AQT), and a minimum grade of five in the Flight Aptitude Rating (FAR). You must be at least 19 and under 26 at the time you submit your application.

In addition you must be strongly motivated to fly and must be physically qualified and aeronautically adapted for the actual control of aircraft in accordance with the requirements of the Manual of the Medical Department.

You will be examined by a board of three or more officers, and also by your commanding officer, concerning your education, aptitude for military life and motivation for flight training.

If recommended you will be given a preliminary physical examination if your activity doesn't have a flight surgeon. If you meet the basic physical requirements for flight training, you will be ordered to the nearest activity having a flight surgeon, where you will take a flight physical and the aviation aptitude examinations—AQT and FAR.

Waivers of physical defects will not be granted—if you are found not physically qualified for duty involving flying and the actual control of aircraft, your application will not be forwarded for further consideration.

## Naval Aviation Officer Candidate (AOC 1355)

Applications from those with a degree in engineering, electrical/electronics engineering and mathematics background are particularly desired.

If you have listed OCS as a second choice you will be administered the OQT, but no minimum score is required except in the cases of applicants for 1355 Air Intelligence and 1355 Aerological duties. However, if you score 34 or less you may be rejected in the field.

You must make a grade of three or more on the AQT. You will also be given the FAR, but no minimum



grade is required. In addition you must be at least 19 and no more than 27 and one-half at time of appointment (age may be adjusted on a month-for-month basis for previous active military duty performed up to a maximum of 36 months) and you must be motivated for aviation duty and be intellectually capable of learning the technical aspects of operation and/or maintenance of the equipment involved.

*Aerological duties*—1355: Must have a degree in meteorology, and must score 40 or better on the OQT.

*Air Intelligence*—1355: Must score 45 or better on the OQT, and must meet the special requirements listed earlier in this article under 1635 Naval Intelligence.

Successful woman candidates are ordered to the U.S. Naval School, Officer, Women, at Newport, R. I., for eight weeks of OCS. Those commissioned in the line get an additional eight-week officer training course and then are ordered to line billets at shore activities, while those commissioned in the staff corps get an additional eight-week officer training course and staff corps training under the supervision of the cognizant bureaus before going to an appropriate billet at a shore activity.

OAC 1395 candidates get four months' indoctrination and preflight training at NAS Pensacola, and, upon appointment, 14 months of flight training leading to designation as a Naval Aviator. NAOC 1355 candidates get the four months' indoctrination at Pensacola followed by six to eight months of additional training in the specialty for which selected.

## List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y. is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution of these motion pictures to the Fleet began in November.

*Michael Strogoff* (1611) (C)

(WS): Melodrama; Curt Jurgens, Carmine Callone.

*Dinosaurs* (1612) (C) (WS): Melodrama; Ward Ramsey, Paul Lukather.

*Battle of the Sexes* (1613): Comedy; Peter Sellers, Robert Morley.

*Pretty Boy Floyd* (1614): Melodrama; John Ericson, Barry Newman.

*From the Terrace* (1615) (C) (WS): Drama; Paul Newman, Joanne Woodward.

*Hercules Unchained* (1616) (C) (WS): Melodrama; Steve Reeves, Joseph E. Levine.

*Why Must I Die* (1617): Melodrama; Terry Moore, Debra Paget.

*Elmer Gantry* (1618) (C): Drama; Burt Lancaster, Jean Simmons.

*Psycho* (1619): Melodrama; Anthony Perkins, Janet Leigh.

*Hannibal* (1620) (C) (WS): Drama; Victor Mature, Rita Gam.

*Chartreuse Caboose* (1621) (C) (WS): Drama; Molly Bee, Ben Cooper.

*Tarzan, The Magnificent* (1622) (C): Melodrama; Gordon Scott, Betta St. John.

*Ice Palace* (1623) (C): Drama; Richard Burton, Robert Ryan.

*Young Jesse James* (1624) (WS): Western; Ray Stricklyn, Willard Parker.

*Village of the Damned* (1625): Drama; George Sanders, Barbara Shelley.

*College Confidential* (1626): Drama; Steve Allen, Jayne Meadows.

*Strangers When We Meet* (1627)

(C) (WS): Drama; Kirk Douglas, Kim Novak.

*Murder Inc.* (1628) (WS): Melodrama; Stuart Whitman, May Britt.

*The Bellboy* (1629): Comedy; Jerry Lewis, Alex Gerry.

*Hell to Eternity* (1630): Melodrama; Jeffrey Hunter, D. Janssen.

## Naval Postgraduate School Offers General Line Course

If you're a Navy line officer with from three to seven years of commissioned service, and you're interested in preparing yourself for more responsible duties and higher grade, the General Line Course at the General Line and Naval Science School, U. S. Naval Postgraduate School, Monterey, Calif., is for you.

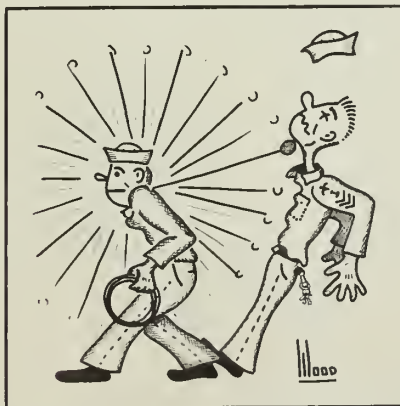
A nine-and-a-half month course totaling 774 classroom and laboratory hours in the naval-professional area, the General Line Course is intended to raise the educational level, broaden the mental outlook, and increase the professional and scientific knowledge of line officers to prepare them for more responsible duties with the operating forces.

You will normally not be considered available for the program until you have completed a normal sea-duty tour after commissioning. You may indicate your desire to attend the school on the Officer Preference and Personal Information Card (NavPers-2774, New 1-60). However, this is not imperative, since if you are eligible you will be automatically considered for attendance whenever available.

Priority consideration for assignment to the course is given first to officers commissioned without having had midshipman training and who have not received any previous postgraduate instruction; then to those officers commissioned without midshipman training who have received previous post-graduate instruction; and finally to officers who received midshipman training.

If you enroll in the program you must take each of the courses offered, or establish your qualifications for exemptions. In addition, you may be allowed to take some academic courses offered in the Bachelor of Science/Bachelor of Arts Programs (outlined in BuPers Inst. 1520.48 series), if you have the prerequisites and scheduling permits.

All-Navy Cartoon Contest  
H. P. Wood, CMA3, USNR



"I'll teach you to heave the lead if it takes me all d. . ."

# Temporary and Reserve Officers May Request Transfer to USN

**O**UTSTANDING JUNIOR OFFICERS who now hold a Reserve commission or a temporary commission in the Regular Navy have a good chance to become permanently commissioned Regular Navy officers, if they so desire.

This plan, called the Regular Navy Augmentation Program, is a continuing one which is designed to increase the over-all number of USN officers and to alleviate the shortage of officers in certain year groups. Under the program, which is explained by BuPers Inst. 1120.12H, certain Reserve (on active or inactive duty) or temporary Regular Navy officers from the rank of ensign through lieutenant commander may be considered for appointment as Regular Navy officers. In no case will an officer be appointed to a lesser rank than he holds as a Reserve officer or temporary USN officer.

BuPers Inst. 1120.12H does not apply to Medical and Dental Corps officers or those officers with designators 14XX, 15XX, and 16XX, except 1625 (law). Medical and Dental officers should apply under BuPers Inst. 1120.3F and officers with designators 14XX, 15XX, and 16XX, except 1625 (law), should apply under a separate instruction in the 1120 series which will soon be issued.

If you're interested in seeking a permanent Regular Navy commission, but you're not sure of the details, this rundown will give you an idea of what the program is all about.

Eligible male applicants are:

- Line (110X and 13XX) officers with, or junior to, lineal number 23376-28 (as per NavPers 15018 of 1 Jan 1960).
- Medical Service Corps (230X) officers not senior to a lieutenant with a date of rank of 1 Aug 1955.
- Chaplain Corps (410X) officers not senior to a lieutenant with date of rank of 1 Jul 1957.
- Supply Corps (310X) and Civil Engineer Corps (510X) officers not senior to a lieutenant commander with a date of rank of 1 Aug 1959.
- Temporary limited duty officers not above the grade of lieutenant (for appointment in the unrestricted line or staff corps for which they qualify).

Applications for transfer to the re-

stricted line as Special Duty Officers (law) (designator 1620) are particularly desired from qualified Reserve officers with at least one-and-one-half years' sea experience who are not above the grade of lieutenant with a date of rank of 2 Jul 1955 or later.

Eligible women applicants are:

- Line (110X) and Supply Corps (310X) officers not above the grade of lieutenant.
- Medical Service Corps (230X) officers not above the grade of a lieutenant with a date of rank of 1 Aug 1955.
- Nurse Corps (290X) officers not above the grade of lieutenant commander (temporary) with, or junior to, lineal number 23525-20 (as per NavPers 15018 of 1 Jan 1960).

Other requirements are as follows:

- *Citizenship*—All applicants must be U.S. citizens.
- *Service and Active Duty*—All male officers and women of the Nurse Corps must have completed 12 months of active commissioned service and be serving in the grades already indicated. In computing this time, training periods at naval schools, flight training or any other duty under instruction for more than 30 days will be excluded. This is to make sure the applicant's performance in his primary duties has been observed and evaluated for at least one year.

Applications from women officers (110X, 230X, 310X) may be submitted at any time, but anyone selected must serve on active duty for at least six months before she can

receive her USN appointment.

Officers who have been released to inactive duty are also eligible. Reserve officers undergoing flight training cannot put in for the program unless they have had at least 12 months' active service as a naval aviator.

- *Dependents*—A woman officer is not eligible if she: Is the natural or adoptive parent of a child under 18; has personal custody of a child under 18; is the step-parent of a child under 18 who lives within her household for more than 30 days a year; is pregnant; or is the mother of a child under 18 for whom she has not lost all rights of custody and control through formal adoption proceedings.

There are no dependents restrictions for male officers.

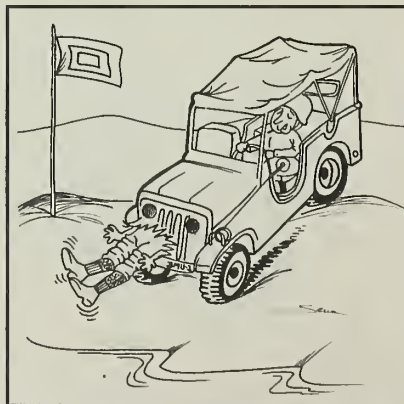
- *Education*—For line and supply corps officers there are no formal educational requirements. However, since you will have to compete against your Regular Navy contemporaries for promotion and assignment, you should be about the same age as they are and have about the same education.

Applicants for the Medical Service Corps (2300) (all sections) must meet the educational requirements for original appointment in specialty and/or section of the Medical Service Corps.

A Chaplain Corps (4100) applicant must be a graduate of an approved school of theology, or have completed at least 90 semester hours (three years) of graduate work in a school of theology. He must also have completed at least 120 semester hours of undergraduate work besides the 90 hours mentioned above. No duplication of credits is permitted.

Civil Engineer Corps (5100) applicants must have at least a baccalaureate in civil engineering, mechanical engineering, electrical engineering, architectural engineering or architecture, mining engineering, petroleum engineering, electronic engineering, nuclear engineering, chemical engineering or construction engineering. Applicants who have engineering degrees other than these, will be considered on an individual basis. The degree must have been received from an accredited school listed by the Engineers Council for Professional Development.

**All-Navy Cartoon Contest**  
George Sena, BMU1, USN



"How's that for stopping on a dime, sir?"



Nurse Corps (2900) applicants must be high school graduates and registered nurses.

To apply for appointment as a Special Duty Officer (law) (1620), you must hold a degree from a law school accredited by the American Bar Association and be a member of the bar of a Federal Court or the highest court of a state, a territory or the District of Columbia.

- **Age**—Men recommended for appointment must be young enough to complete a total of 20 years of active service before they reach the age of 62. Nurse Corps officers must meet the 20-year requirement by the time they are 55, and other women officers, by the time they are 50. Those who would be eligible for retirement within three years of appointment will not be accepted.

- **Physical Requirements**—All applicants must meet physical standards appropriate to their grade, as established by the Chief of the Bureau of Medicine and Surgery. Minor defects, which do not interfere with satisfactory performance of duty, will not be considered disqualifying.

Applicants recommended for appointment in the Regular Navy will normally be designated in the status for which they made application. However, limited duty officers will be considered for appointment to the unrestricted line (1100 and 1350) or staff corps categories for which they may qualify, and officers whose specialty is clinical or experimental psychology may be considered for appointment in the Medical Service Corps (2300).

Except for Special Duty (law) (1620) officers, those recommended for transfer will be assigned positions on the appropriate lineal list according to date of rank in the grade in which they are serving at the time of transfer and will be permanently appointed accordingly. Officers permanently appointed in grades lower than the ones in which they are serving will be temporarily reappointed in the appropriate higher grade. However, no permanent appointment will be made above the grade of lieutenant.

If you are selected for transfer as Special Duty Officer (law) (1620), your lineal position will be adjusted to the one you could hold if you had received three years' constructive credit computed from the date you

established your qualifications as a law specialist or the date of your first commissioning, whichever is later.

Applications for the augmentation program are considered by a board which meets each quarter. The board is convened by the Secretary of the Navy and the results of the board's action are published in individual letters to the officers concerned.

If an officer is not selected under this program, he sometimes writes the Chief of Naval Personnel requesting information which will help him prepare himself for a later board. Since the selection board does not keep a record of its deliberations, however, it is not possible to give specific reasons for anyone not being selected.

But, here are some general answers to questions most often asked

by the officers concerned:

*What are the criteria for selection?*—When comparing applicants, the board considers the performance of duty, service experience, motivation, physical risk classification, assignability and educational qualifications. The officers recommended for augmentation are those who, in the opinion of the board members, are the best qualified and appear to possess the potential to grow with the Navy's complex technological progress. These officers should, therefore, be able to compete successfully with their Regular Navy contemporaries.

*Is a college degree required for augmentation?*—As already mentioned, there is no formal educational requirement for the unrestricted line or Supply Corps. During fiscal year 1960, for example, 549 officers were

## HOW DID IT START

### Lucky Bag

If you leave personal gear adrift in the living compartment, it may end up in the "Lucky Bag." You may get the clothing back if you want it, otherwise it will be sold at auction at some later time.

One chief master-at-arms told us, "We generally let the boys sweat out their loss for a few days and then return their gear. Repeated offenders may be taken to mast."

For men undergoing recruit training, to leave clothing adrift may also lead to some kind of admonishment. Usually a recruit who is guilty of this receives a certain number of demerits for each item of clothing found. Many senior Navymen may remember some extra duty performed during recruit training because of an item of personal gear which ended up in the Lucky Bag. Unless the demerits build up, today's recruit probably would get no punishment.

Many years ago, whether or not you were lucky to have your personal gear found would seem to be a matter of opinion. In those days, any article found adrift in the living compartments was placed in a bag called the Lucky Bag. Once a month, so we read in a book about a cruise of the old USS Columbia back in 1838, the bag was brought to mainmast. The owners of the articles would get them back. But, unlike today's Navymen, those sailors would receive several lashes to remind them not to be careless in the future.

It appears that the Lucky Bag idea came from the Royal Navy, but the name is all American. Perhaps it was named by an

MAA with a heavy sense of humor, or possibly in the early Navy when money was scarce, you were lucky if your gear was found and could be returned to you.

The Royal Navy equivalent to our Lucky Bag is the "scran bag," which was originally a bag in which waste bread and biscuits were collected. A book written by a Royal Navy officer back in 1930 tells of British sailors being fined one inch of soap for redemption of each article found in the "scran bag."

In the U.S. Navy today, the Lucky Bag may not be a bag at all, but rather a small compartment or locker where the master-at-arms stows articles of clothing or bedding which have been found in the living compartments.



selected for appointment in the unrestricted line (1310). Of this number, 263 (48 per cent) had less than a baccalaureate.

*Must I be a qualified OOD underway to be selected for augmentation in the unrestricted line (1100)?*—An officer who requests appointment with this designator, who has less than two years of active duty, is not required to have had a tour of sea duty and need not be a qualified OOD underway. Individuals who are serving ashore or overseas and who plan to request augmentation are encouraged to request assignment to a sea billet after serving 12 months at their present station. As a matter of policy, officers selected for appointment in this category, who have not had a sea duty assignment, are reassigned to a sea billet shortly after selection. This is to provide the officers concerned with an early opportunity to gain qualifications already possessed by their Regular Navy contemporaries.

*What are the opportunities for selection?*—The actual numbers considered and selected for augmentation during fiscal year 1960 are as follows:

Designator	Considered	Selected	Percent
1100	409	229	56
1310	1207	549	46
1350	345	178	52
1620	25	12	48
2300	22	2	9
3100	179	113	63
4100	44	17	39
5100	39	26	67
TOTAL	2377	1210	51

*Is the opportunity for selection better at one session of the selection board than another?*—No. The criteria used by the board are standard.

*When does the selection board meet?*—As already stated, the board meets quarterly. The date of receipt of an application determines which session of the board will consider it. The schedule for the remainder of fiscal year 1961 is as follows:

Date of Board	Application Cut-off Date
7 Feb 1961	9 Jan 1961
16 May 1961	17 Apr 1961

The four weeks between the cut-off and convening dates are required to complete the processing of applications, to draw the service records and to prepare the lists required by the selection board.

If you intend to apply for the program, you'll first want to consult BuPers Inst. 1120.12H. It contains all the details of the program and also tells you how to apply.

## Top Chiefs Will Now Wear Stars on Their Collars

From now on, admirals will not be the only Navymen to wear stars on their collars. The Secretary of the Navy has approved new collar devices for senior and master chief petty officers which will have one and two stars attached.



The one-piece collar device for E-8s will be a foul anchor with one silver star directly above the anchor stock, and for E-9s, two silver stars arranged horizontally above the anchor stock. E-7 personnel, as in the past, will continue to wear the anchor insignia without stars. These new CPO collar devices will be worn in the same position on the collar as before (see accompanying illustration).

At the same time the Secretary of the Navy approved this uniform change, he also made some others.

Name tags may now be worn on the uniform, at the discretion of the commanding officer, on such occa-

sions as conferences, seminars and other similar gatherings, or in the performance of duties, if some easy method of identification by name is desirable or beneficial to a command's mission.

In another amendment to *Uniform Regulations*, enlisted men below chief petty officer who are assigned to Fleet Training Groups (for example, FLTRAGRU San Diego) or Photo Triangulation Groups (for example, PHOTOTRIGRULANT) may now wear unit identification marks on their uniform.

## Provisions of Student Loan Program Explained for Men Leaving Active Service

If you're planning to go to college after leaving the Navy, and would like to know if you qualify for the National Defense Student Loan Program, read on. Here are some facts you should know.

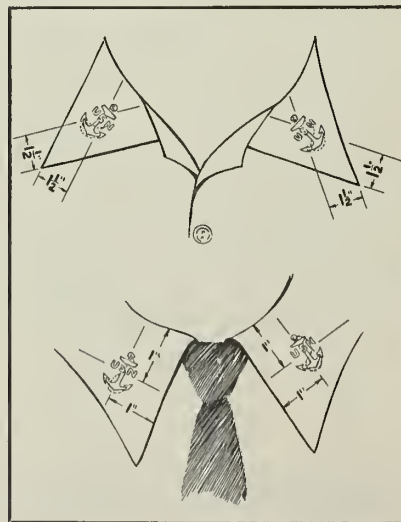
First and foremost, let's clear up what appears to be the most widespread misconception about the NDSLP. It is *not* in any shape or form a peacetime extension of G.I. Bill benefits, nor is it a "right" available to all veterans—veterans per se are not entitled to its benefits based solely on their military service.

What is the National Defense Student Loan Program? It is one of ten major sections of the National Defense Education Act—an Act designed to "strengthen the national defense and to encourage and assist in the expansion and improvement of educational programs to meet critical national needs."

The aim of the NDSLP is, simply, to make sure that no student of ability is denied a college education because of financial need. To this end its energies are directed toward encouraging and assisting colleges and universities in establishing funds for low-interest loans to such students.

To be eligible for such a loan, you must first of all *be actually in need* of assistance. You must be either accepted for or in full-time attendance at a school, and be capable of maintaining good grades in your chosen field of study.

Loans are available both for work toward a bachelor's degree and for more advanced graduate study. Special consideration is granted to persons of superior academic back-





ground who express a desire to teach in elementary or secondary schools after completion of their education, and to those who exhibit special capacities in science, mathematics, engineering or a modern foreign language.

The colleges and universities themselves arrange all loans—a prospective borrower must apply directly to the financial aid office of the school he wishes to attend. Depending upon his degree of need a student can receive up to \$1000 a year, and not more than \$5000 for an entire period of schooling.

Repayments of the loan, plus interest, begin one year after full-time study ends. A student may select any one of several repayment plans, over a period of not more than 10 years. Up to 50 per cent of the total loan and interest may be cancelled if the student enters public elementary or secondary teaching on a full-time basis after graduation.

A student has complete freedom of choice in selection of a course of study, but, as we mentioned earlier, special consideration is given to those who wish to study in specified areas. Thus you would no doubt receive more careful consideration of your application for a loan if you intended to major in Meteorology, for example, than if your planned course of study was to be in, say, History or English.

Only limitation applied to these loans is that the money must be used for "college-related" expenses — tuition, books, instructional materials and equipment, room and board, transportation and lunches, and the like.

Currently there are some 1400 colleges and universities throughout the U. S. participating in the program. During the 1960-61 school year, upwards of 150,000 students in varying degrees of need of financial assistance will receive approximately \$75 million in loans through the NDSLPL.

You may obtain more complete information about the program by writing to the Student Loan Section, Office of Education, Washington, 25, D. C., or, better still, directly to the financial aid office of the college you would like to attend.

The college can give you the better information since each one has its own particular program.

## WHAT'S IN A NAME

### USS Shark, No. VI

Earlier this year Shark slid into the water at Newport News, Va. This Shark, SS(N) 591, like the marine animal by the same name, can be a killer.

This nuclear-powered submarine, which is already undergoing builder's trials, was launched on 16 Apr 1960 and is scheduled to be commissioned in January 1961. She is the sixth U.S. Navy ship to bear the name.

The first Shark was a 198-ton schooner of 12 guns. She was launched on 17 May 1821—commissioning date is not known—and was ready for sea in June. During her lifetime she made several cruises to Africa and to the West Indies to suppress slave trade and piracy.

In 1839 Shark moved to the Pacific and spent about five years operating along the coast of Peru to protect American interests during civil disturbances in that country. In 1846 she explored parts of the Columbia River in the Oregon Territory and was wrecked while attempting to pass from that river into the ocean.

The second Shark (SS 8) was launched on 19 Oct 1901 at Elizabethport, N. J., and commissioned on 19 Sep 1903. She was used as a training ship for midshipmen at the Naval Academy before being placed out of commission on 21 Apr 1908. At that time Shark was disassembled and carried on board Caesar (AC 6) to the Philippine Islands. She was then reassembled and recommissioned at Cavite on 14 Aug 1908. Shark was later redesignated as the A-7 on 17 Nov 1911. She patrolled in Manila Bay and off Corregidor Island during World War I, and was finally decommissioned on 12 Dec 1919. She met her end as a target ship.

Shark Number Three was a 74-foot motor patrol craft (S.P. 534) which was acquired by the Navy on 17 May 1917. Her entire career was spent patrolling ocean approaches to Boston Harbor and along the coast as far as Rockland, Me. She was decommissioned on 19 Jan 1919.

Groton, Conn., was the birthplace of the fourth Shark (SS 174), which was commissioned on 25 Jan 1936.

This Shark was assigned to the Pacific and spent two years as a unit of Submarine Division 13, Submarine Force, U.S. Fleet. On 7 Dec 1941 Shark was at the Naval Base of Cavite in the Philippine Islands. She evacuated Admiral Thomas C. Hart, Commander in Chief of the Asiatic Fleet, to the Dutch Submarine Base of Soerabaja in Java.

While operating in the area of Banka Passage on 7 Feb 1942, Shark reported that she was chasing an enemy cargo ship headed northwest. This was the last message or contact with Shark. She was given up for lost on 7 Mar 1942. Records still do not reveal the cause or date of her loss.

The fifth Shark (SS 314) was also launched at Groton, Conn., and served gallantly.

After sea trials, Shark headed for the Pacific in March 1944. She made her first kill in the vicinity of Midway on 2 Jun 1944 when she sank the 4700-ton enemy tanker *Chiyo Maru*. After evading a string of 39 enemy depth charges, she began to track another heavily escorted convoy on the afternoon of 4 Jun 1944. While maneuvering for attack on this convoy, however, she encountered a patrolling destroyer dead ahead. Shark was not able to get into position for a "down the throat" shot at the DD, but passed 180 yards to the port side of this enemy and scored four torpedo hits on the 6886-ton *Katsukawa Maru* which sent it to the bottom.

Shark evaded more than 50 depth charges this time, and then surfaced to continue the chase. She caught up with the fleeing convoy the next afternoon, and that night let go a stream of six torpedoes which sent the 3080-ton freighter *Tamahime Maru* and the 7006-ton passenger-cargo ship *Takaoka Maru* to the bottom. An enemy destroyer came down Shark's torpedo tracks and began a depth charge attack. The last four of more than 60 underwater explosions straddled Shark and damaged her port shaft. About midnight she surfaced but was unable to catch the convoy.

Shark was lost during her third war patrol, probably in the vicinity of Luzon Strait on 24 Oct 1944. After being outdistanced by a fast convoy on 22 October, she flashed a message to USS *Seadragon* (SS 194) on the 24th which said she was closing on an enemy freighter. This was the last message received. She was presumed to be the victim of a Japanese destroyer.

The tradition of service to the nation in war and peace serves as inspiration to Shark No. 6, which will join the other nuclear subs with the fleet early this year.



## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 38—Stated that, owing to insufficient funds, all shore-to-shore rotation in the continental United States, with certain exceptions, will be suspended for the remainder of fiscal year 1961.

No. 39—Stated Alnav 38 is not applicable to the U. S. Marine Corps.

No. 40—Announced approval by the President of the report of a selection board which recommended line officers on active duty to the grade of commander.

No. 41—Announced the convening of selection boards to recommend staff corps officers on active duty (except TARs) for temporary promotion to lieutenant commander and lieutenant.

No. 42—Required that certain serums be suspended from issue and use.

No. 43—Discussed the reduction of numbers of dependents in overseas areas.

No. 44—Expressed hope that return of dependents from overseas can, in large measure, be accomplished by normal tour terminations, by the return of some sponsors before completion of normal tours, and by curtailment of dependents proceeding overseas.

### Instructions

No. 1210.7A—Outlines the general policies and procedures to be followed in providing special training and indoctrination for USN line officers, Code 1310, who have been assigned to the 1100 Code designator category.

No. 1301.33A—Discusses procedures concerning the assignment and

rotation of officers in the grades of LTJG and ENS (men, Code 11XX and 6XXX, surface line).

No. 1306.71A—Announces the policy for use of military personnel in Navy commissary stores.

No. 1510.86A—Presents the procedure whereby qualified nonrated personnel from the operating forces may request assignment to certain Class "A" schools.

No. 1520.43B—Publishes information concerning the General Line Course.

No. 1520.48C—Discusses revised information concerning the college training program for eligible augmented and integrated USN commissioned line officers.

No. 1520.61—Publishes information concerning applications from USN and USNR line officers on active duty, and from Naval Academy and Regular NROTC midshipmen, for Submarine School classes.

No. 1710.1F—Establishes basic policies and procedures governing the conduct of All-Navy and Inter-service Sports Championships.

No. 4631.7—Announces procedures to be followed by the naval establishment when using the transportation facilities of MATS.

### Notices

No. 1306 (31 October)—Announced new normal shore tour lengths for certain rates.

No. 1210 (10 November)—Invited applications from permanently commissioned USN line officers who are interested in transferring to the Supply Corps.

No. 1430 (10 November)—Announced the advancement of personnel to senior chief petty officer and master chief petty officer.

No. 1910 (16 November)—Em-

phasized the continuing need for furnishing enlisted men to be released from active duty, who have a remaining Reserve obligation, with accurate information as to their participation in the Naval Reserve program.

No. 1418 (17 November)—Announced the schedule for Navy-wide examinations for enlisted personnel to be held in February 1961.

No. 1520 (18 November)—Announced the selection of officers for the Submarine School classes convening 3 January and 4 Apr 1961 at the Submarine School, New London, Conn.

No. 1700 (18 November)—Announced the Sixth All-Navy comic cartoon contest.

No. 1510 (21 November)—Announced an advance change to the *Enlisted Transfer Manual* (NavPers 15909) made necessary by Alnav 31.

## Changes to Group IX Ratings of AD, AM and AB Go Into Effect This Month

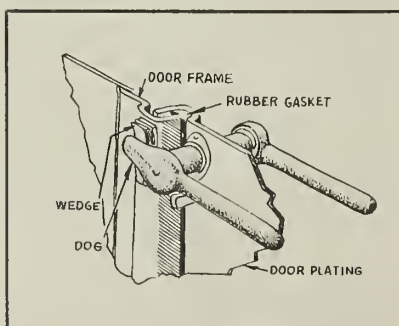
The Chief of Naval Personnel has announced sweeping changes to the Aviation Machinist's Mate (AD), Aviation Structural Mechanic (AM) and Aviation Boatswain's Mate (AB) rating structures. These changes became effective 1 Jan 1961.

Under the revised structures, these ratings are now set up as follows:

Rating	Appropriate Pay Grades
AD	E-8, E-9
ADJ (Jet Engine Mechanic)	E-7 and below
ADR (Reciprocating Engine Mechanic)	E-7 and below
AM	E-8, E-9
AME (Safety Equipment)	E-7 and below
AMS (Structures)	E-7 and below
AMH (Hydraulics)	E-7 and below
AB	E-8, E-9
ABE (Launching and Recovery Equipment)	E-7 and below
ABF (Fuels)	E-7 and below
ABH (Aircraft Handling)	E-7 and below

These revised structures apply to both regular Navy and Naval Reserve EMs. The ADJ, ADR, AME, AMS and AMH service ratings are identical to those which have previously existed in certain lower pay grades. The ABF service rating is primarily concerned with aviation fuel systems, the ABE with aircraft catapults, arresting gear and associated equipment, and the ABH with shipboard and flight line aircraft ground handling, including seaplane handling

### Grains of Salt—



W. T. DOOR



operations. Change 15 to the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) contains revised qualifications for these new rating structures.

COs have been authorized and directed to change ratings in equal pay grade of all petty officers and strikers on active duty, including Naval Reserve and Fleet Reserve personnel on active duty, as shown in the following tables:

#### Aviation Machinist's Mate (AD)

Pay Grades	From	To
E-8, E-9	AD	No change
E-8, E-9	ADR, ADJ or ADP	AD
E-7 and below	AD	ADR or ADJ
E-7 and below	ADR or ADJ	No change
E-7 and below	ADP	ADR

#### Aviation Structural Mechanic (AM)

E-8, E-9	AM	No change
E-7 and below	AM	AMS, AMH or AME
E-7 and below	AMS, AMH or AME	No change

#### Aviation Boatswain's Mate (AB)

E-8, E-9	AB	No change
E-8, E-9	ABU, ABG or ABA	AB
E-7 and below	AB	ABF, ABH or ABE
E-7 and below	ABU	ABH or ABE
E-7 and below	ABG	ABF
E-7 and below	ABA	ABH

In some instances, as shown by the above tables, COs have been authorized to change an individual to one of two or more service ratings. The choice, in each case, has been left to the discretion of the CO.

Trainee NECs for ABE, ABF and ABH are contained in Change Three to the *Manual of Navy Enlisted Classifications* (NavPers 15105B). Upon receipt of this change, those individuals holding trainee codes 7010 ABU, 7020 ABG and 7030 ABA should be changed to the new trainee codes established for ABH or ABE, ABF and ABH, respectively. Personnel coded 6450 ADP should be changed to 6420 ADR.

The Navy-wide examinations for advancement in rating in February 1961 will correspond to the new rating structure. *Training Publications for Advancement in Rating* (NavPers 10052-H or subsequent revision) lists the mandatory training courses and optional study material for these ratings. Navy-men who are candidates for ad-

#### ANSWERS TO QUIZ AWEIGH

1. (b) U. S. Pistol, Caliber .45 M1911A1.
2. (a) 50 yards.
3. (c) Turrets.
4. (a) Salvo. Technically it's a "six-gun salvo, automatic control." It could be part of a full broadside, but there is no evidence in this drawing that the ships' other main battery guns are firing.)
5. (b) 3-inch.

vancement in the ratings discussed in this article must continue to complete the mandatory training courses for the applicable pay grades as listed in NavPers 10052-H even though some of the courses cover the broad general rating rather than just the new service rating. This is required because the Navy wants a candidate to be familiar with the responsibilities of related service ratings even though he is examined for advancement to pay grades E-7 and below only in his own service rating. Candidates for E-8 and E-9 will be given examinations covering all service ratings included within the general rating for which they are competing.

In the new paths of advancement created by these changes, ADJANs and ADRANs will advance to ADJC and ADCR respectively. Then both will compete for ADCS and ADCM. Similarly, AMEANs, AMSANs and AMHANs will advance to AMEC, AMSC and AMHC, then all will compete for AMCS and AMCM. And ABHANs, ABFANs and ABEANs will advance to ABHC, ABFC and ABEC, then compete for ABCS and ABCM.

#### Course at San Diego Provides Training for PAMI Personnel On Shorvey, Seavey, Osvey

Pacific Fleet PAMI (Personnel Accounting Machine Installation) thinks it has devised a system that will help to provide it with more complete information from its con-

tributing ships and stations. It's a matter of telling the Navy-men who prepare the reports just what is needed and why.

In March 1960, a five-day Diary Preparation and Orientation Course was started in San Diego. At this school, PAMI personnel instruct Navy-men who actually prepare or who directly supervise the preparation of the personnel diary. Students are obtained by inviting all PACFLT ships and stations to submit the names of officers and enlisted men who wish to attend.

During the five-day school, students learn about:

- Identification and reporting of personnel data used in the Naval Manpower Information System, and the use of the data in assigning officer and enlisted personnel to new duty stations.
- Accounting procedures by electronic data processing machines.
- Rules for personnel diary preparation.
- Seavey/Shorvey/Osvey (Overseas Survey) procedures.
- The Officer Distribution Control Report (ODCR).
- Project PayMate (use of the enlisted personnel diary in lieu of certain pay order vouchers).

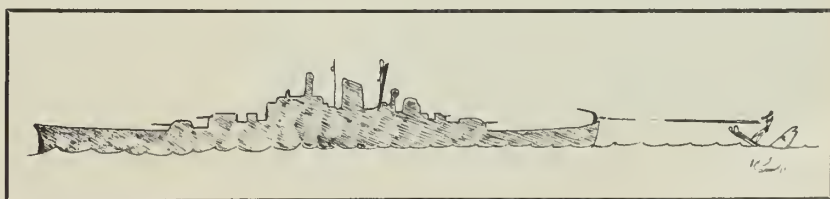
Besides learning about these subjects, students are reminded of the importance of updating the records when the status of personnel changes.

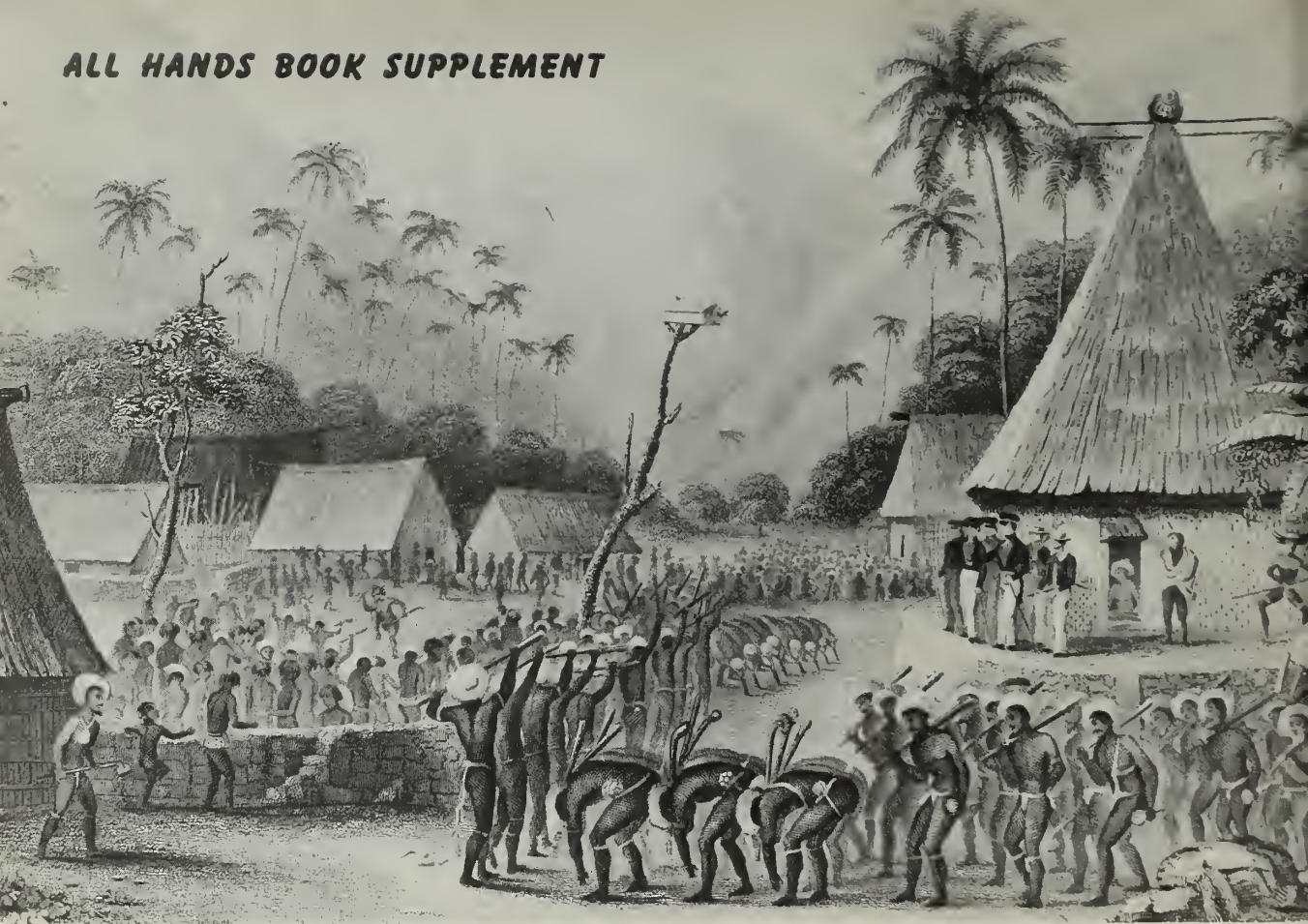
For instance, such factors as advancement in rate, duty assignment, schooling, marriage, health or proficiency in rating, all add to distribution data and affect assignments of personnel.

After nearly a year of operation, about the only undesirable feature of the Diary Preparation and Orientation Course is the inability to meet the demand for quotas. PAMIPACFLT has found it necessary to schedule special classes in addition to the normal ones which are filled months in advance.

All-Navy Cartoon

J. E. Linneball, YNSN, USN





## SOUTH SEAS ADVENTURE: 1838

*It's easy to forget that much of the knowledge we now take for granted has been laboriously and painfully accumulated over the years—often at great physical risk and, at times, at a considerable cost in lives. The following account of one phase of LT (later RADM) Charles Wilkes' five-year exploring expedition (1838-42) tells how we first learned details of the Fiji Islands.*

*After the expedition's sojourn in Antarctica (see April 1954 ALL HANDS, pp. 59-63), Wilkes' three ships, Vincennes, Porpoise and Peacock, stopped briefly at New Zealand and then began to survey the Fiji Islands. At the beginning of the episodes quoted below, Wilkes is intent upon establishing a treaty with one of the local chiefs which will enable the explorers to establish an observatory on one of the islands, and which will provide some form of protection to the missionaries already established.*

*The incidents, excerpted and freely arranged, are based upon LT Wilkes' five-volume report of the historic expedition, entitled the Narrative of the United States Exploring Expedition, 1838-1842, by Charles Wilkes, USN.*

**T**HROUGH THE INTERPRETER I talked to the FeeJee king of the necessity of protecting the travelers, and of punishing those who molest and take from them their goods in case of shipwreck. He listened to me very patiently, and said he had always done so; that my advice was very good, but he did not need it. He added that I must give plenty of it to his son Seru, and talk hard to

him; he would in a short time be king, and needed it.

We proceeded to show them the ship. When Tanoa expressed great astonishment at the manner of steering our large canoe, I told him I was going to order some guns to be fired in his honor.

It was amusing to see the curiosity excited among them all, when they understood the large guns were to be fired. When the firing took place, they all made an exclamation of surprise and astonishment—followed with a cluck of the tongue in a high key, putting their fingers to the mouth, and patting it after the fashion of children, or one of our own Indians in giving the war-whoop.

Tanoa would not at first look at the ball flying along and throwing up the water. When the second was fired, he uttered the same marks of surprise as the rest; and after the third, he begged that no more should be fired, as he was amply satisfied with the honor, and the noise almost distracted him.

**S**UITABLE PRESENTS were now distributed to Tanoa and his suite. They included shawls, axes, accordions, plane-irons, whales' teeth, and a variety of other articles, among which were a box of Windsor soap, tobacco, a musket and watch and chain. These were received with clapping of hands, their mode of returning thanks.

It was my intention to have had a feast of rice-bread and molasses on board, but there were so many guests I



decided to hold the celebration ashore. The Marines were put through their exercises, marched and counter-marched to the music of the drum and fife, which delighted my visitors extremely. After being three hours on board, hearing that the provisions for the feast had been sent on shore, they desired to depart, and were again landed.

**T**HE MISSIONARIES have made slow advancement in their work, and there is but little to be expected as long as the people remain under their present chiefs. The old chiefs, in particular, would often remark that they were too old to change their present diets for new ones, or to abandon what they considered their duty to their people; yet the chiefs generally desired the residence of missionaries among them. I was anxious to know why they entertained such a wish, when they had no desire for instruction. They acknowledged that it was to get presents, and because it would bring vessels to their place, which would give them opportunities to obtain many desirable articles.

The presents from the missionaries are small; but an axe, or hatchet, or other articles of iron, are irresistible. The chiefs say they are perfectly willing that the missionaries should worship their own Spirit, but they do not allow any of the natives to become proselytes. None are made without their sanction, under fear of death.

Under these circumstances it is not to be supposed that the success of the missionaries will compensate for the hardships, deprivations, and struggles which they and their families must encounter. Nothing but a deep sense of duty could induce civilized persons to subject themselves to such hardships.

**T**HE FOLLOWING DAY I endeavored to get the chiefs on board to sign the treaty. I invited them on board; but nothing could persuade them to place themselves in our power, for fear of detention. Finding that they were determined in their refusal to come on board, I asked that a council of chiefs be held on shore.

To this the king agreed, and issued his orders for the meeting. It took place in his house, which is built much after the fashion of an *mbure* (small building of worship) though of larger dimensions; it had four apertures for doors; the fire-place was in one corner, and part of the house was curtained off with *tapa*. A large number of junk-bottles were hung from a beam, both for use and to display his wealth, for they are very much valued.

The king also possessed a chair, two chests, and several muskets. The former he seemed to take much pleasure in sitting in, having discovered, as he told the interpreter, that it was very comfortable for an old man.

We had a full meeting, and I was much struck with the number of fine-looking men who were present. Their complexions were dark, and they resembled each other more closely than any natives I had before seen.

The two sons of the king were present. Tui Illa-illa, who is the actual king, is held much in awe by the people. The regulations, after a full explanation of their objects, were signed by the council as they made their mark, for the first time, on paper. The old king has always been friendly to the whites, but his son is considered quite unfriendly toward them; and the missionaries feel that, were it not for the old man, and the fear of a man-of-war, they would not be safe.

**B**ESIDES THE VESSELS of the squadron, which were underway for a considerable part of the time, 17 boats were actively engaged in the surveys. Even the amount of work performed will give but little idea how arduous the duties were. The boats were absent from the vessels from 15 to 20 days at a time, during which the officers and men rarely landed, and were continually in danger from natives who were upon the watch for an opportunity to cut them off.

In cases where error or careless work was suspected, the doubtful parts were resurveyed, correcting any mistake which might have been committed in the first place and verifying the survey where it was accurate.

The opportunities of the naturalists were as great as could be afforded them consistent with their safety. It was considered desirable that the interior of the large islands should be reached; this was partly effected up one large river by Lieutenant Budd. But journeys on foot into the interior were out of the question, and only those parts of the islands in the immediate vicinity of the seashore could be visited with safety.

**T**HE CLIMATE of the Feejee Islands is well adapted to all the various tribes of tropical plants and many of those of the temperate zone; for many of the islands are of a mountainous character.

These islands were once covered with vegetation from the coral reefs to the top of their highest peaks, but below the elevation of 1000 feet on the leeward side of the large islands, the original vegetation has been for the most part destroyed by the fires which the natives use to clear their planting grounds.

During our sojourn we occasionally saw the fire running over vast fields. The forest above this elevation, having escaped its ravages, forms vast shady masses. As the ridges and summits are approached the trees become more sparse, giving an opportunity to the numerous species of ferns to receive both light and air. Climbing plants are numerous, but are found mostly around the margin of cultivated patches and the banks of rivulets.

Our botanists were extremely industrious in collecting in this new and prolific field. The list of the plants



**SOUTH SEA SURVEYOR**—After his Antarctic visit LT Charles Wilkes led his expedition to chart Fiji Islands.



STOPOVER—LT Wilkes held a conference with Fiji chieftains in their village to sign a peace treaty with them.

gathered amounts to about 650 species and they are of the opinion that many more remain which, at some future day, it may fall to the lot of other botanists to collect. This, however, cannot happen until the islands are more civilized, and there is some safety in wandering into the mountain regions, which is now attended with much danger.

**C**ONNECTED WITH THE SEASONS is a singular ceremony called "Tambo Nalanga," which takes place in November and lasts four days. At the commencement, the most influential landholder goes, just at sunset, outside the town and invokes in a loud voice, the spirit of the sky for his blessing and good crops; after which a general beating of sticks and drums and blowing of conches takes place for half an hour.

During this festival every one remains shut up, without labor, and so strictly is it kept that not even a leaf is plucked during this period, nor is any work carried on.

The men, during this period live in the *mbure* and feast upon the *balolo*, a curious sort of salt-water worm of a green color which makes its appearance about this time. It is eaten either raw or cooked, as suits their fancy.

At daylight, on the expiration of the four days (or rather nights, for they count by nights instead of days), the whole town is in an uproar, both men and boys scampering about, knocking at the houses with clubs and sticks, crying out "Sinariba," after which the ordinary routine takes place. I was told that this ceremony takes place only in one particular district.

**T**HE ARMS OF THE FEEJEEES consist of spears, clubs, bows and arrows. The spears are of various lengths, from 10 to 15 feet. They are made of coconut wood and are used at times with great dexterity. Some parts of them are wound round with sennit. They are pointed and the end charred. I have seldom observed any that had any other pointing to them, although sharp bone is sometimes used. These spears are called *motu*.

They have several kinds of clubs, made from iron-wood. That which they prize most for their fights is called *maloma*. The larger end of this is generally the part of the tree next the root. It is about three and one half feet long and very heavy. They frequently have a variety of figures carved upon it.

The second kind of long club is peculiar to the chief and is called *airou*. It is somewhat shovel shaped and equally heavy, and with it they can cleave a man down.

The *loka* is the name of another club, of a somewhat peculiar shape, being bent near the extremity, and having a large knob full of small points, with a single larger point projecting from it. This appears to be more for show than use.

The *ula* is a short club used as a missile; it is about 18 inches long, the handle is small and at the end is a natural knot. The size of the end is as large as an 18-pound ball. Our sailors gave this the name of Handy Billy, and it is almost incredible with what accuracy and force the natives can throw this weapon.

**T**HE FEEJEE CANOES are superior to those of the other islands. They are generally built double and those of the largest size are as much as 100 feet in length. The two parts of which the double canoe is composed are of different sizes and are united by beams on which a platform is laid. The platform is about 15 feet wide, and extends two or three feet beyond the sides.

The smaller of the canoes serves as an outrigger to the larger. The bottom of each of the canoes is of a single plank, the sides fitted to them by dovetailing and closely united by lashings passed through flanges left on each of the pieces. The joints are closed by the gum of the breadfruit tree, which is also used for smearing them over.

The canoes have generally a depth of hold of about seven feet, and the two ends, for a length of about 20 feet, are decked over to prevent the canoes from shipping seas. Amidships they generally have a small thatched house to protect the crew from the weather, above which is a staging on which there is space for several people to sit. The frames of the canoes which belong to chiefs are much ornamented with shells.

The sails are so large as to appear out of all proportion to the vessel, and are made of tough yet pliable mats. The mast is about half the length of the canoe, and the yard and boom are usually twice as long as the mast. The mast is stepped on deck in a chock.

**T**HE NATIVES ARE VERY EXPERT in managing these vessels, and it requires no small skill in beating against the wind to do so. In sailing the canoe, it is always necessary that the outrigger should be toward the weather



side and the mode of tacking is performed by putting the helm up instead of down. When the wind is thus brought aft, the tack of the sail is carried to the other end of the canoe, which now becomes the bow, and the course on the other tack is then pursued.

If the outrigger gets to leeward while the canoe is under sail, some accident always happens, for no kind of vessel is so easily overturned. Yet, when they are properly managed, they will carry sail when it blows heavily and still preserve an almost upright position. This is effected by the natives going out on the outrigger and thus counterbalancing the force of the wind by their weight.

The canoes are built of hollowed-out logs and show a great deal of ingenuity. They are capable of making long voyages.

The only food they provide themselves with for sea is said to be yams. They use coconut shells to preserve their water in and, with a fire and ava-bowl, are equipped for sea.

It is the custom for the chief always to hold the end of the sheet; thus it is his task to prevent the danger of upsetting. They steer with an oar having a large blade. In smooth water these canoes sail with great swiftness, but from the weight and force of the sail they are much strained, leaking at times very badly, requiring always one and sometimes two men to be constantly bailing out water. Nevertheless, they make very long voyages—to Tonga, Rotuma, and the Samoan Islands.

The planks are brought into and kept in shape by small ribs, almost exactly as in our mode of boat building.

**W**HEN A CHIEF requires a house or a canoe to be built, he applies to the head carpenter, whose title is *rokola*, and whose office is hereditary. He is a person of great consequence and the workmen constitute a caste which is hereditary also. The chief gives the *rokola* a whale's tooth as a fee and pays him for the work, not even feeding the workmen who are paid by the *rokola* and provide themselves with food. With great exertion, a canoe may be built in three or four months, but it usually takes as many years.

The principal tool of the carpenters is an adze which, since the introduction of foreign tools, they make by lashing a plane-iron to a crooked hole, with sennit. They also now use the chisel and knife. For boring holes, they use the long spine of the echina, bones and, of late, nails. Carving is performed by the teeth of small animals (rats and mice) set in hard wood, much as diamonds are set for glaziers' purposes. Their patience, industry and perseverance in their occupations are great, and the workmanship excellent, when the imperfection of their tools is considered.

They are aware of the superior qualities of our tools and are anxious to possess them. They prize most the hatchet, which comes nearer in shape to their own instrument than any other. Their knives are made of the outside of a piece of bamboo, which is cut down for the purpose and put into the proper form while green. After it has dried for a time it is charred, which makes it very hard and sharp. It may be fitted for surgical operations by charring it a second time, and grinding it down on a smooth stone.

**T**HE USE OF POTTERY is the cause of a difference between their mode of cooking and that of the other

Polynesian islands. While the latter bake by means of ovens heated by red-hot stones, the FeeJees cook almost wholly by steam. Their pots or jars for cooking will contain from five to 10 gallons. They are set on the fire obliquely.

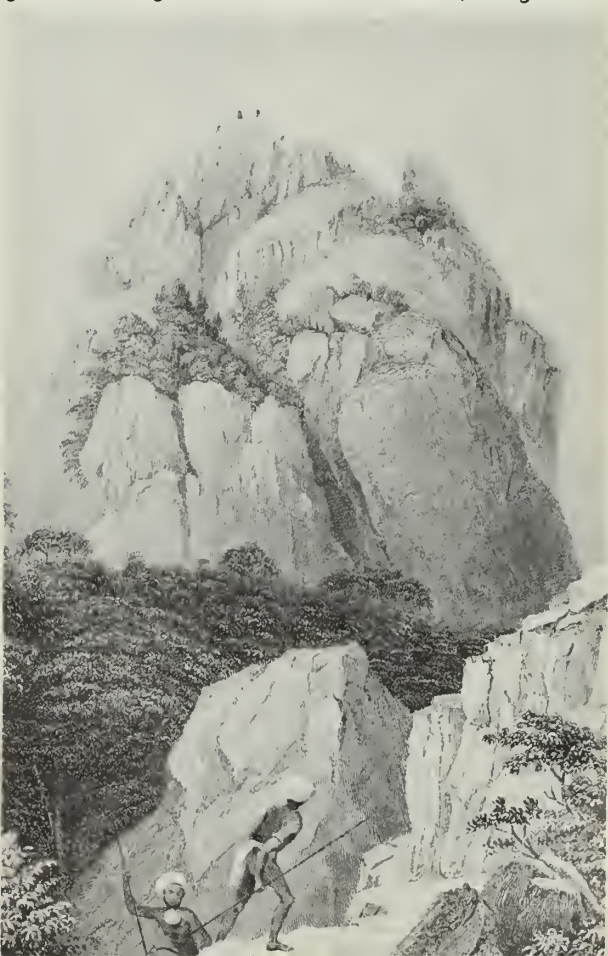
When these jars are employed in cooking, they use little water, and stuff the neck of the jar full of banana leaves, which allow the steam to escape but slowly. This is the most common way of preparing food.

They have many other kinds of earthen vessels which they use for various purposes, and which are of various patterns. Their drinking vessels have usually three small holes at one end, similar to the eyes of a coconut. They never put the vessel to the mouth, considering it quite objectionable for several persons to drink out of the same vessel with their mouths to it. To avoid this, they hold the vessel eight or 10 inches above their heads and allow the water to run into their mouths as if from a spout, throwing the head back for that purpose.

I one day asked an old chief if he could believe that the world was round. After hesitating some time, he said yes, it might be true for the sun and sometimes the moon was round but he thought the FeeJee country was flat and not like other parts. They could seldom be induced to look at the globes that were hanging up in my cabin and invariably turned away from them when the FeeJee Islands were pointed out.

*Presentation of the data collected by Wilkes and his collaborators gives no indication of the handicaps under which the group worked. Extreme tact and firmness were constantly required. Lack of understanding of the expedi-*

**ON HIGH**—Navymen of expedition looked over Fiji jungles and villages from Observation Peak (background).



tion's objectives, suspicion of its motives and language barriers combined to make an explosive situation. One result of such mutual misunderstandings is described.

ON THIS PARTICULAR AFTERNOON, I was congratulating myself that I had now finished my last station of the survey and that my meridian distances and latitudes were all complete. We were putting up our instruments to go on board when it was reported to me that the three boats were in sight, coming down before the breeze. So unusual an occurrence at once made me suspect that some accident had occurred, and on the first sight of them I found that their colors were half-mast and union down. I need not describe the dread that came over me.

When they arrived, I learned that a horrid massacre had but a short hour before taken place, and saw the mutilated and bleeding bodies of Lieutenant Joseph A. Underwood and my nephew, Midshipman Wilkes Henry.

On the 22nd of July the first cutter of *Vincennes*, Lieutenant Alden and Midshipman Henry, and *Leopard*, Lieutenant Underwood, left the station at Eld Island, and proceeded along the right side of Waia, to survey the small islands lying north of Malolo. This done, they had instructions to join the tender or *Porpoise* on the western side of that island, and survey such islands as they might find. After passing Waia, the boats anchored for the night under one of the small islands.

On reaching this place, Lieutenant Alden, who wanted to learn if *Porpoise* was at anchorage on the west side, directed Lieutenant Underwood to land near the south end of Malolo, and to ascend a small eminence to get a view of that anchorage. Lieutenant Alden cautioned Lieutenant Underwood to go well armed and to be on his guard with the natives.

Lieutenant Underwood landed and went up the hill with one of his men. After a few minutes, Lieutenant Alden observed some suspicious movements among the natives near the point, and, in consequence, hoisted a signal to recall. Lieutenant Underwood was soon seen returning to the boat with his men and a native.

On joining Lieutenant Alden, he reported that there was no vessel in sight, and mentioned that on his way up the hill, he suddenly came upon a native carrying an armful of clubs who, the moment he saw him, threw down his load and attempted flight, but Lieutenant Underwood made him go before them to the boat. When they

reached the beach, a party of natives joined, and appeared much disconcerted at finding the lad a prisoner and without arms.

THEY PASSED THE NIGHT at anchor in this bay, and on the morning of the 24th, discovered the tender at anchor to the eastward. At nine o'clock Lieutenant Emmons joined them in *Peacock's* first cutter. They hoped to obtain some yams and pigs from him or from the tender.

When Lieutenant Emmons arrived, several of the natives were on the beach where the boats' crews had cooked their breakfast. Many inducements were offered for pigs and yams, with very little success. Each offered some reason why the boats should go to their town for such things.

Just after the men had finished their breakfast, the chief spokesman of the village came, wading out near the boats, and invited them, in the name of the chief, to their town, where he said the chief had secured four large hogs as a present for them.

Lieutenant Underwood volunteered to go to the town for provisions, taking with him John Sac (our interpreter from New Zealand). He shoved off, leaving the other boat to follow him as soon as the tide would allow it to cross the reef between the islands.

Lieutenant Underwood's boat drew too much water to get across the reef, and grounded. A number of natives collected around her, and joining with the boat's crew, assisted to drag her over the reef. At this time the natives got a knowledge of the feebleness of the armament. Lieutenant Underwood had left the greater part of his arms on board the brig some few days before. Seven rifles had been put on board that vessel, under the idea that it would lighten the boat, and no more than three out of the 10 he took with him from *Vincennes* remained.

On landing they found only two pigs tied to a tree, instead of the four they had been promised. These natives declined selling until the chief, who was out upon the reef fishing, should return. A messenger was sent for him, and he soon made his appearance, but conducted himself haughtily, and refused to part with his hogs except for a musket, powder, and ball. The offer was refused.

Lieutenant Alden entertained some uneasiness at the number of natives that had crowded around *Leopard*. He started to join her, but was detained near the reef about

FOR FIVE YEARS U.S. ships under LT Wilkes explored and visited remote places from Japan (left) to Antarctic (right).







HONOLULU TOO—The South Sea Surveying and Exploring Expedition of 1838-42 found Honolulu looking like this.

20 minutes before the tide would allow their boat to pass.

On entering the bay, he found *Leopard* at anchor about two thousand feet from the shore, in just sufficient water to enable his boat to get alongside. He was informed by the boat's crew that Lieutenant Underwood had gone on shore, leaving a hostage in *Leopard*, whom Lieutenant Alden immediately took into his own boat.

Lieutenant Underwood was now seen on the beach, endeavoring to trade with a party of about 15 natives.

A few moments later, a small canoe came alongside Lieutenant Alden's boat, and exchanged some words with the hostage, who displayed anxiety to return with them to shore. As the canoe shoved off, he attempted to leave the boat but was stopped. Lieutenant Emmons now joined, and *Leopard* was ordered to drop in as near to the party on shore as possible. The tide had by this time risen sufficiently to allow her to go most of the way on the reef. After another half-hour had expired, Jerome Davis, one of the boat's crew, came off with a message from Lieutenant Underwood, that with another hatchet he could purchase all he required.

The hatchet was given to Davis, who was directed to tell Lieutenant Underwood that he should come off as soon as possible with what he had.

While Lieutenant Alden was on the starboard side of the boat, the hostage jumped overboard from the larboard quarter, and waded to the shore, looking over his shoulder to dodge at the flash if fired at. He took a direction different from that of the party on the beach, to divide the attention of those in the boats. Lieutenant Alden immediately levelled his musket at the hostage, who slackened his pace for a moment and then continued to retreat.

Midshipman Clark, who was ready to fire, was directed to fire over the hostage's head, which did not stop him.

(Clark testified that Lieutenant Underwood, M'Kean and himself were standing near the beach, waiting the return of Davis. They saw the escape of the native, who had been discovered carrying the arms and was being held hostage to insure the safety of the shore party. They heard the report of the musket. The old chief, who was standing near, heard it too and immediately cried out that it was his son. He did not know the fire was directed over his

head and did not see the man escape. Calling out that his son had been killed, he ordered the natives to make fight.)

At this point, two of them seized Clark's rifle and tried to take it from him. One of these he stabbed with his sheath-knife; the other Mr. Underwood struck on the head with the butt-end of his pistol, upon which both relinquished their hold. Lieutenant Underwood then ordered the men to keep close together and they endeavored to make their way to the boat, facing the natives. Lieutenant Underwood also called upon Midshipman Henry to assist in covering the retreat of the men to the boats, to which Mr. Henry replied that he had just received a blow from the club of an assailant, and would first have a crack at him.

He then pursued the native a few steps and cut him down with his bowie-knife pistol, and again reached the water's edge when he was struck with a short club on the back of his head, just as he fired his pistol. The blow stunned him and he fell with his face in the water, when he was instantly surrounded by the natives who stripped him.

The natives now rushed out from the mangrove bushes in great numbers, some of them trying to get behind Lieutenant Underwood who, having received a spear wound, fired and ordered the men to do the same. After he had fired his second pistol, he was knocked down by the blow of a club and killed. Clark at the same time was struck and had no further recollection until his rescue.

*The task of charting the unexplored and little-known areas of the world, as indicated by the above incident, was fraught with danger. There were others too; however, a temporary truce was made, and the Wilkes expedition continued its work.*

Following its sojourn in the Fiji and Hawaiian Islands, the expedition in 1841 went on to explore the west coast of the United States, visiting San Francisco Bay and the Sacramento River.

Crossing the Pacific, it then stopped at the Philippine Islands, the Sulu Archipelago, Borneo, Singapore, Polynesia and the Cape of Good Hope, concluding the four-year voyage in June 1842 at New York.



# TAFFRAIL TALK

Included among the duties of the News Desk at ALL HANDS is the responsibility of reading all the ship and station newspapers. When we encounter an issue which shows signs of imagination, we are very happy indeed.

All this is leading up to a tip of the hat to Bill Adams, PN2, of the MCB Six Log, who obviously has given considerable time and thought to his explanation of the workings of Seavey. He makes but a brief attempt to quote directly from the *Transfer Manual*—instead, he tries to describe to his readers just how Seavey affects them and how to go about filling out their rotation data cards.

Perhaps we're getting soft in our old age, but we liked his approach.

★ ★ ★

Of the many Navy newspapers received daily here at ALL HANDS, "The Hoist" is always a frontrunner in lively copy. Published at the Naval Training Center, San Diego, Calif., it is an eight-page, five-column weekly. One recent issue had a couple of items that rate further mention—which they are now getting.

The first item is about three Navy recruits—the Watson triplets, Thomas, Hugh and Craig. They spent a day in Hollywood and had three "official hosts." The hosts had no rank and wore no uniform. Instead they were three teen-age models named Joy, Theresa and Judy. It was a triple pleasure for the Navymen.

The second item is a short one about a CS3 with a long name. Stanley Kaonohiokalanikeapuaahiahikoonikula Kamakea is the man. He is a 100 per cent Hawaiian and his middle name means "star of the morning." It takes two name boards for his identification card photographs.

★ ★ ★

One never knows what one will encounter when one is duty officer, does one?

Consider the slight sense of shock experienced by L. H. Miller, SN, who was on sentry duty with Helicopter Antisubmarine Squadron One, Key West, when he noticed an alligator sauntering up the ramp without so much as a "request-permission-to-come-aboard, sir."

Assistant Squadron Duty Officer A. L. Ellisor, SOC, made his three-foot-long guest welcome in the duty office until he went off watch, then took it home to make a pet of it.

We're not quite sure of the intervening details, but we do know that, shortly thereafter, the Key West Aquarium received an offer of a free alligator.

★ ★ ★

The early arrivals in the Antarctic this year expected, as always, to be greeted by the traditional penguin welcoming committee, but this year many incoming Navymen beat the migrating birds to Antarctica. Instead of penguins, the newcomers were met by bearded members of last year's wintering-over group who were happy to make the cold, bumpy, five-mile trip from camp to the air strip. We think the oldtimers wanted to make sure their reliefs didn't get "cold feet."

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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The Bureau should be kept informed of changes in the number of copies required.

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• AT RIGHT: WARM UP — Flight platform hands keep warm with jumping jack routine while waiting for copter to return to USS Northampton (CLC 11) during cruise through frigid waters above the Arctic circle.

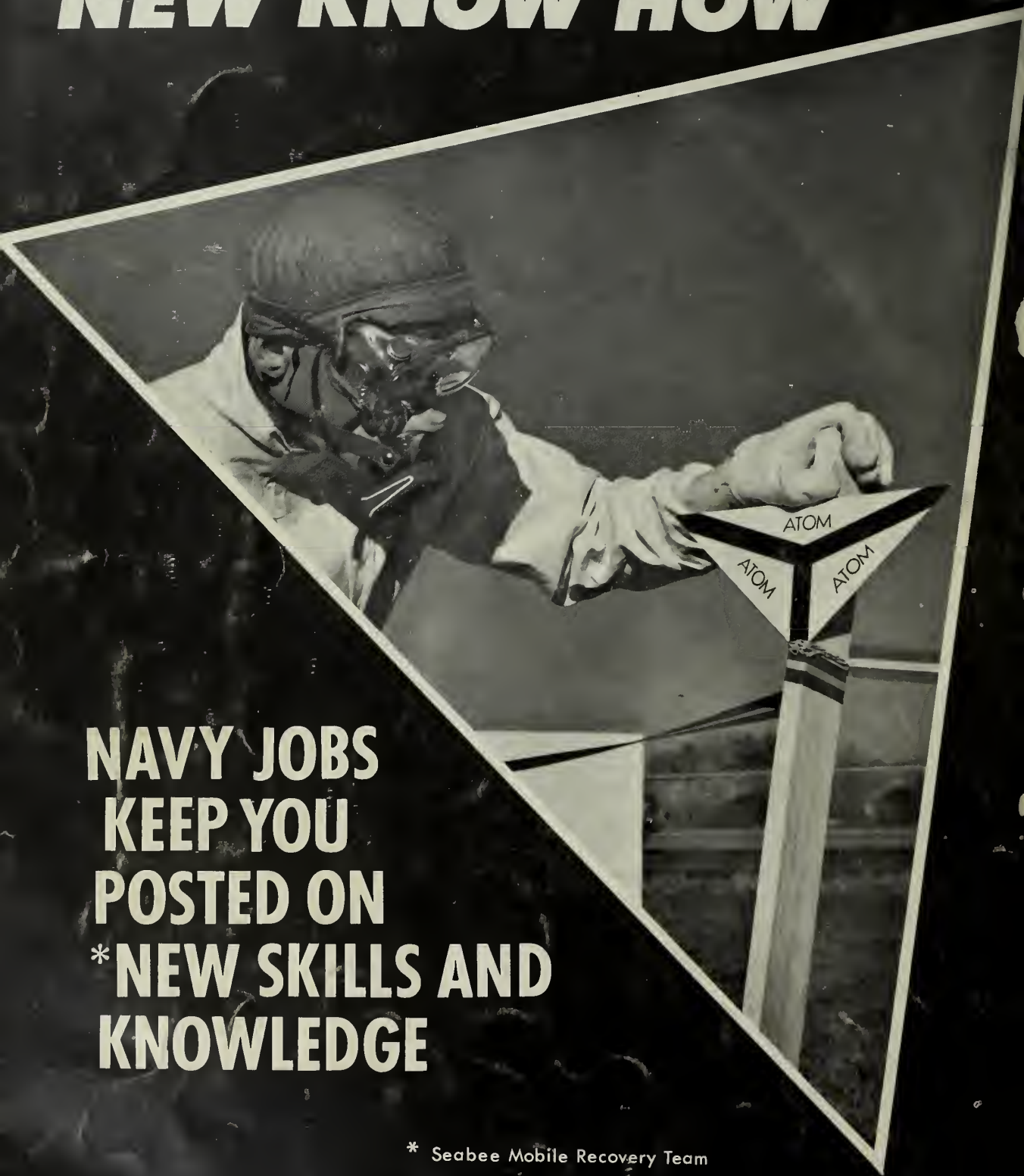




# **NEW KNOW HOW**

**NAVY JOBS  
KEEP YOU  
POSTED ON  
\*NEW SKILLS AND  
KNOWLEDGE**

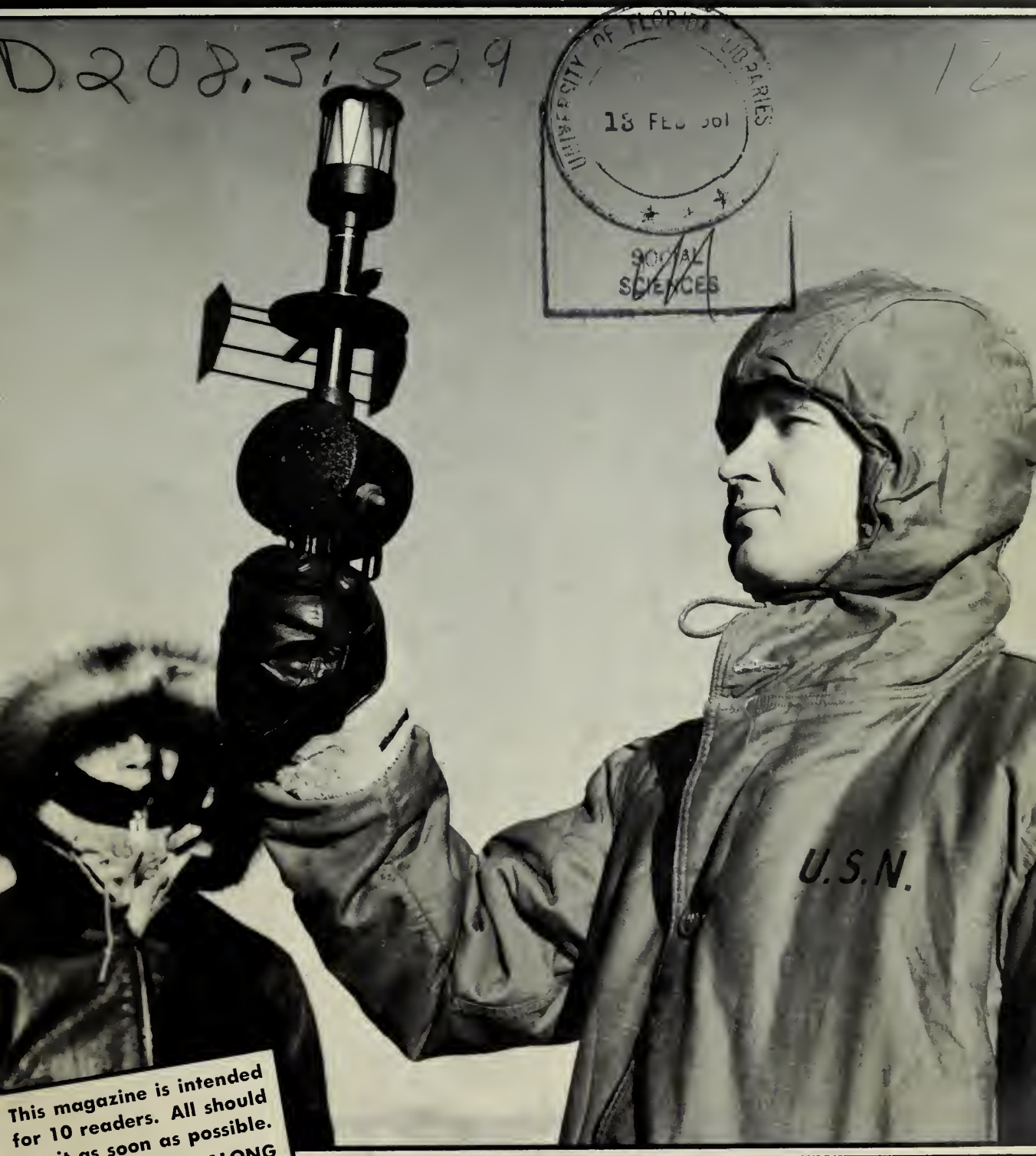
\* Seabee Mobile Recovery Team





# ALL HANDS

U.S. NAVAL PERSONNEL INFORMATION BULLETIN



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This magazine is intended for 10 readers. All should see it as soon as possible.

THIS COPY ALONG

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FEBRUARY 1961





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1961 Nav-Pers-O NUMBER 529

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The Chief of Naval Personnel

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The Deputy Chief of Naval Personnel

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Assistant Chief for Morale Services

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• FRONT COVER: WIND WATCHERS—Helicopter flight deck officer checks wind speed with hand anemometer as crew member stands by to ready cruiser's whirlybird for a flight at sea.

• AT LEFT: FLYING FORMATION—Over 2500 Weekend Warriors from 32 Naval Reserve aviation units muster for inspection at Naval Air Station, Oakland, California.

• CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



HERE WE ARE—QMs locate their cruiser's position on sea chart.

Another branch is *celestial navigation*. This is the out-of-sight-of-land type that calls for the use of accurate time pieces, a sextant, and mathematics. It's also called star navigation, for most of it is based on shooting heavenly bodies, such as sun, moon, stars and planets. It is with navigation of this type that we are primarily concerned.

**W**HEN A NAVIGATOR STARTS figuring the steps of a cruise—let's say from Norfolk to Dakar, on the west coast of Africa—he settles on a point of departure. Chances are it will be Chesapeake Lightship, which is anchored at the bay's entrance.

To get there, his ship first heads out of Norfolk Naval Base and follows the ship channel to the open sea. Through the use of piloting, the

*They Know Where They're Going*

# UP IN THE CHART

**Y**OU'VE BEEN AT SEA for seven, eight, nine days. So far as you're concerned, the ship might as well be standing still, because one stretch of water has looked much like another. Then you get the word that landfall will be made in — say — six hours. And in just six hours, there it is. Right on the nose.

How is it done? It's not a miracle, of course. Just routine work by the Navigation Department. It has been doing it for years. Its job is highly

technical, but no great mystery. Here's a capsule course:

One of the branches of navigation is *piloting*. Through this method, a ship's position is located by referring to objects and locations on the earth's surface. This type is basically similar to that used by a motorist driving through unfamiliar country. Equipped with a road map, common sense and fairly good eyesight, he can find his way without help from the local people.

navigator and the special sea detail quartermasters measure with bridge instruments the ship's relationship to buoys, lighthouses and other sea-marks and landmarks. In this way they keep an accurate check on the ship's position. Soon after leaving the buoy-marked channel the ship comes abeam of the lightship—which is the point of departure.

Two things happen at this time. The ship leaves close waters for the open sea and the QMs stow the channel charts and begin working with an ocean chart.

A chart is a representation of a section of the earth. But so is a map. However, a map is designed simply to be looked at, but a chart is intended to be worked on.

**M**OST OF THE NAVY'S CHARTS are based on the Mercator projection. These show a section of a curved surface even though they themselves are flat. This raises difficulties. On such a chart, the parallels of latitude and the meridians (longitude) appear at right angles to one another — and a constant course (rhumb line) appears as a straight line and crosses the parallels or meridians at the same angle. The chief drawback is that the farther north

**IN PORT**—Whitehat at the wheel keeps a sharp lookout steering into berth.





or south you go the greater the distortion. Greenland, for example, looks larger than the United States—yet it isn't. Charts vary greatly in their scales. A printed sheet of paper the size of a newspaper can show the whole world (small scale) or merely a section of a harbor (large scale).

In the charthouse, the QM places the ocean chart on the chart desk. It is a small-scale chart that shows a good portion of the North Atlantic.

Along its left edge is the position of the Chesapeake Lightship which we mentioned, while along the right edge is a position off Dakar. The two are connected by a line. It is a rather unusual line in that it seems to curve. Actually the "curve" is made of six shorter straight lines joined together. This is one case where a straight line is *not* the shortest distance between two points. Although it is a curved line on the

# HOUSE

Mercator chart, on a globe it would be a straight line—a line that shows the shortest path between the two points. Here is a situation involving the *great circle* business, which you may have heard about.

There is a course change for every 10 degrees of longitude, an average of every 555 miles in this case. The first course is 099 degrees; the third course is 111 degrees and the sixth course is 123 degrees. This last course ends about 30 miles northwest of Cape Verde, the best landmark in the area. From there it's just a few miles to Dakar, our destination.

The "curved line" on the ocean chart on the chart desk was laid out when our ship was still berthed back in Norfolk. (There is a bit of computation involved and the navigator and his assistants would have been too busy to undertake the job when piloting the ship down the channel.)

When the Chesapeake Lightship is abeam and the regular sea detail steersman is about to relieve the special sea detail steersman, a change of course to 099 degrees is ordered. We're navigating.

**I**N ALL NAVIGATION, the compass is perhaps the most important single



**WHAT'S THE PLOT?** — Course of *Independence* is checked by navigator.

instrument. The age of navigation didn't really begin until the magnetic compass was discovered (or rediscovered) in the thirteenth century.

Most of the Navy's current ship-board compasses are of the seven-and-one-half-inch variety. This compass has a liquid-filled, glass-topped

brass bowl in which an aluminum card is pivoted. Below the card are magnets. The card-and-magnet assembly is provided with a central float or air chamber to ease the weight on the pivot. Older compasses used a fluid consisting of 45 per cent ethyl alcohol and 55 per cent water.

**NO ROAD SIGNS**—Getting out of port is not easy, but navigators know how.





JOURNEY'S END—USS *Shenandoah* (AD 26) makes port at Barcelona, Spain.

Newer compasses use a petroleum distillate. A hollow cone extends into the underside of the float. The bottom of this cone is open; on its top there's a jewel bearing of synthetic sapphire. The card-float-magnet assembly rests on an osmium-iridium-tipped pivot at the jewel center. The pivot extends upward from the bottom of the bowl.

Though there is much to be said for the magnetic compass, its primary use in today's Navy is to provide a check on the accuracy of the gyro compass and as a standby in case the gyro breaks down or the ship loses its electrical power.

**T**HE GYRO COMPASS introduced in the early years of this century, points to the earth's geographical north rather than to the magnetic north. It is not affected by variation and deviation, two factors that tend to pull the magnetic compass away from "true."

Briefly, the gyro compass makes use of gyroscopic principles, gravity, and the earth's rotation. It is a large device weighing several hundred pounds and is located deep in the ship.

The devices actually used for steering and for navigational purposes are the gyro compass repeaters. Located at various places on the bridge they show at a glance the ship's heading. Repeater may also be located at other key positions in the ship.

**A**CCORDING TO THE BOOK, the navigator should have an easy time of it. Once the ship is on its course

and with the ship's engines turning the screws at a specific speed, he could do some quick calculations and then turn into his bunk for a day or two. With specific RPM and distance known, he should, theoretically, know the precise day, hour and minute that the ship would reach the point for the next course change.

But there are a couple of items that show the big difference between theory and practice.

The ship is subject to currents, wind and the pounding of the seas; the compass may be off a slight and as-yet-undetected amount; a steersman may tend to steer to the right of the course.

The ship's bottom may be fouled more than is realized, which would slow up the ship.

The navigator can be sure only of one thing—the ship is NOT steadily heading for the precise point at the precise speed that he would like to assume it to be.

For another thing, *Navy Regulations* make the navigator responsible under the CO for the safe navigation of the ship; they require that he keep an accurate plot of the ship's position; and they require further that he report the ship's position to the CO, in writing, at least three times a day.

**K**EEPING A PLOT of the ship's position has the navigator hopping — and his number one assistant (usually the ship's leading quartermaster) is also plenty busy. This job has them turning to at odd hours.

Their at-sea routine is known as the day's work. One aspect of the

day's work is the maintenance of a dead reckoning plot. Under favorable conditions the navigator gets a relatively accurate position (navigation is not an absolutely exact science) three times a day; morning star sights, noon sun, evening star sights. Through dead reckoning, the positions are carried forward on the chart by hourly positions. The effects of wind, current and seas are incorporated into the fix.

First step in the day's work is completed the previous evening. The time of sunrise is determined and, from this, the beginning of morning twilight. (Lengths of twilight vary greatly by latitude; shorter at the equator and longer in the higher latitudes.) Twilight is the important time, for only at twilight are both the horizon and the stars visible and it is necessary to see both in your sextant to get a workable star sight.

Also determined at this time (when most of the ship's company are at the movies) are the approximate positions of the navigational stars that will be visible at morning twilight. Of the thousands of stars in the skies, 57 of the brightest and best located are considered to be *navigational stars*. The QM determines their expected general altitude and azimuth by using a star finder, a circular star map with a rotating template.

**T**HE NEXT STEP usually occurs well before reveille. Before sunrise the navigator breaks out his sextant, a highly precise optical instrument. With this he can accurately measure (to a fraction of a degree of arc) the height above the horizon of a heavenly body (altitude). The QM removes from the chronometer case a precision type pocket watch, the comparing watch. Then they both go out on the open bridge and start selecting stars to shoot.

Though they have a number of stars to choose from — those whose positions were obtained from the star finder the previous evening — only a small number of them will be shot. Listing positions of several stars has been a safety measure, for at star time many of them may be blocked out by clouds.

Under good conditions, shooting the stars can be done in a matter of 10 or 15 minutes. But with the stars almost blanketed by a heavy cloud cover it may be that they have to



wait a much longer time for stars to break through — and though they stay on the bridge until full daylight they may have obtained a quick shot at just one or two stars. Or they may not have seen any stars. Or it may be that stars were visible, but because of rain squalls or low-lying fog, the horizon could hardly be seen. It's largely a matter of luck and weather.

ONCE A STAR has been selected, the navigator frames it in the sextant's horizon glass and lines it up with the horizon, also framed in the glass. Stars, like the sun, rise and set; and just when he gets the star to appear as though it sits smack-dab on the horizon — which he does by gently adjusting the sextant arm — he says "Stand by . . . mark." The QM, his eyes on the comparing watch, notes the exact half second of the "mark" and writes it down in his Star Sight book. The navigator then calls off the reading on the sextant. Many navigators like to shoot five or six stars, if possible, and then work out the best three.

At this point the QM has notations in his Star Sight book which could be translated to read something like this: "Star — Deneb; Altitude — 32 degrees, 21.7 minutes; Time — 10 hours, 42 minutes, 33.5 seconds."

Returning to the charthouse, the QM checks the comparing watch against the ship's most accurate chronometer to determine the precision of the time recordings. The navigator, meanwhile, prepares to make corrective notations on the sextant readings.

NOW COMES THE COMPLICATED PART. Numerous books have been written on this subject and men have achieved fame for reducing the difficulty of the process. The two start working their sights. From the *Nautical Almanac*, a publication of the U.S. Naval Observatory, they obtain sextant corrections for height-of-eye (above the waterline) and for the star's observed altitude. Here, too, they obtain the star's declination (roughly, the angular distance of the star above or below an imaginary celestial equator), and secondly, they get figures for computing the star's "Greenwich Hour Angle" (roughly, the star's longitude).

Now they are ready for another publication. This is H.O. Pub. No.

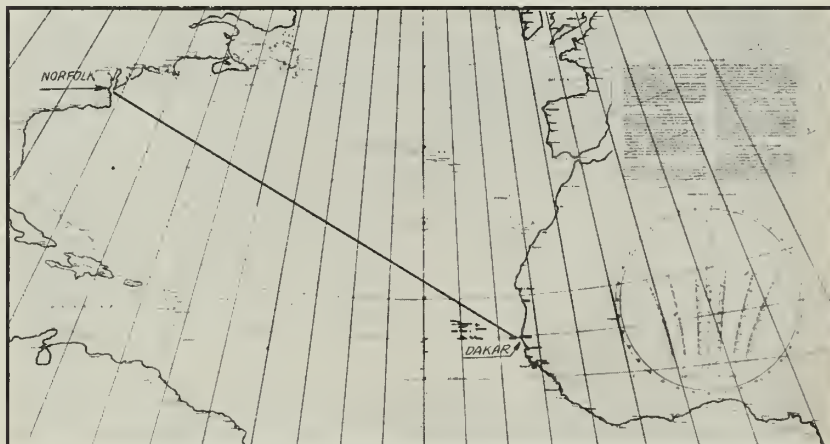


IN SIGHT—Bo'sun sights through cruiser's pelorus to find ship's bearings.

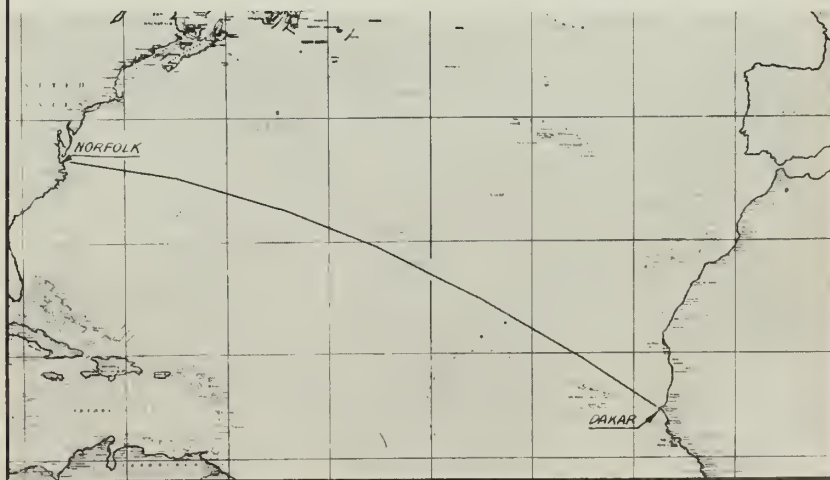
214, *Tables of Computed Altitude and Azimuth*. It comes in nine volumes, one for each 10 degrees of latitude. It contains figures that are, in a way, the end products of about three million computations of a

rather involved problem in spherical trigonometry — namely, the solution of the navigational triangle. Old-time sailormen had to solve the triangle themselves.

With three sets of figures at hand,



TWO OF A KIND—Mercator chart (bottom) and Great Circle charts are two types used by navigators to find the way across trackless oceans.





**SURE SHOT**—Quartermaster makes check on sextant after shooting the noon sun to fix destroyer's location.

the navigator refers to his *H.O. Pub. No. 214*. His own latitude (assumed to the nearer degree) is the first figure. The declination is the second and the hour angle is the third. (This last is arrived at after applying an assumed longitude to the previously mentioned Greenwich Hour Angle.)

These three factors point to two other major figures. The first shows what the star's altitude should be for the assumed position. The second major figure shows its azimuth.

By this time the navigator will have penciled in on a plotting sheet the ship's position — based on the assumed latitude and longitude.

Now we get to the heart of this matter. He then figures the difference between the sextant altitude of

the star (as corrected) and the altitude of the star given in *H.O. Pub. No. 214*. This gives him a distance in miles and tenths. Then he plots an azimuth line, as taken from *H.O. Pub. No. 214*, starting from the assumed position. Next he steps off the mileage. Finally he draws a right angle line through the mileage position. This gives him the all-important LOP, the "line of position." At the time of that star sight, the ship was somewhere on that line.

He will then repeat this process for two or three other stars. As a result, he will have three or four lines that cross at a single point (if all goes exceptionally well). He thus has three or four LOPs, each supporting the other. Together they show where the ship was at the time of the star sights.

**I**N ACTUAL PRACTICE, the lines will probably not cross at a pinpoint. Instead they will shape up so that they enclose a relatively small area. The ship is assumed to be located somewhere in that area. A tolerance of one or two miles is allowed with star sight navigation — not an unreasonably large figure. The ship, after all, has the whole ocean in which to sail but the tolerance is much closer in piloting waters because an error of a few miles could run the ship aground.

It usually happens that the star sight is taken a few hours before 0800. Applying speed and course, the navigator then advances the position to 0800. This gives him the

figures for the morning position report made to the CO.

Some time during mid-morning the navigator shoots the sun for a *sun line*. This process is similar to shooting a star, except that he uses the smoked glasses of his sextant. The computations are much the same as for star sights except that he has another computation that allows for the fact that the sun is not a mere pinpoint of light but is, instead, a sizable ball of light.

At noon comes a special step. Noon here is not "clock noon" but "true noon," the time when the sun reaches the highest point of the day. It is also the time when the sun is on the ship's longitude line (meridian). The navigator gets a check on the ship's latitude. This is done without the use of accurate time and is one of the oldest navigational practices still used. It forms the main basis of the 1200 report to the CO.

Along about mid-afternoon the navigator gets an afternoon sun line. Soon after this, the QM starts figuring time of sunset and time of evening twilight, and selects his stars from the star finder.

**S**OME 15 MINUTES AFTER SUNSET with the stars soon due to be visible, the navigator and QM go to the bridge for evening stars. Here they repeat, in substance, the procedure followed for the morning stars. The ship's position is computed to 2000, and the report sent to the CO. That completes the main portion of the navigational day's work, technically. Before securing from the charthouse, however, there is the matter of figuring sunrise and twilight times and star positions for the following morning.

From Norfolk to Dakar is a straight haul of some 3400 miles. At 15 knots, with no time out for radical changes of course and speed, it should be a run of about nine and one-half days. The navigational day's work, as briefly described here, will be repeated each of those days. Celestial navigation will be the order of the day until some sharp-eyed lookout sights the lighthouse at Cape Verde, Africa.

With shoreside objects and buoys beginning to appear, the special sea detail is called away and piloting is begun. The early birds will start getting ready for liberty.

—Bill Miller, JOCM, USN.

**KEEPING TRACK**—Navigator and quartermaster set up shop on open bridge.







HO THERE! H. H. Yoder, SM2, passes the word from tower to nearby ship.

## Pearl Harbor Traffic Cops

**W**HEN 12 Navymen report for work as Pearl Harbor "traffic cops," there's little doubt they are alert. To reach their working area they must climb 273 steps to an elevation of some 185 feet.

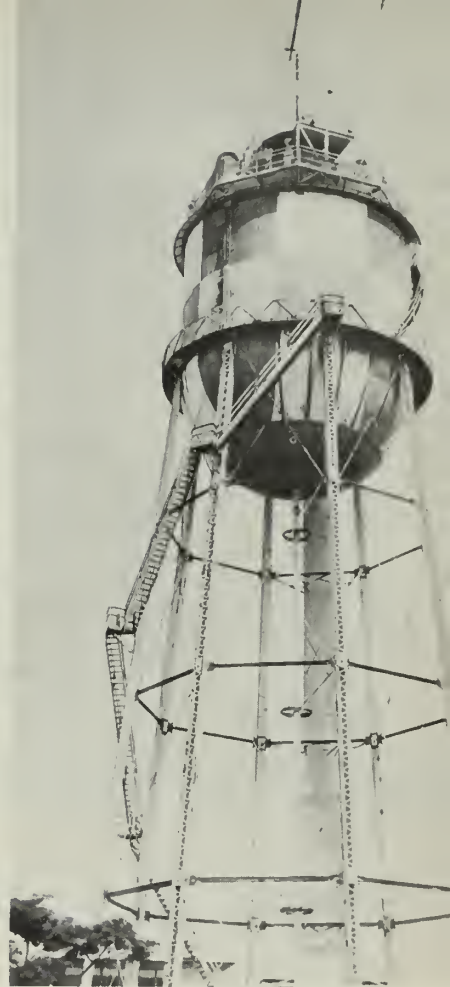
And alert they must be, 24 hours a day, seven days a week. These men must watch each ship that enters or leaves the harbor area to make sure it observes the traffic laws. For one thing, the ships must not exceed six knots.

Each ship which desires to enter the harbor must secure permission from the Pearl Harbor Signal Tower.

Many of the messages between tower personnel and the ships are passed by signal flags and signal lights. Eleven signalmen and one radioman are assigned to signal tower duty.

Besides regulating the ships, the men also pass on to them information about the location of supply docks, fuel docks and when asked, give weather information. In many respects they operate like any policeman on duty.

The present lofty signal tower is some three years old. It was built in 1958 at a cost of over 121 thousand

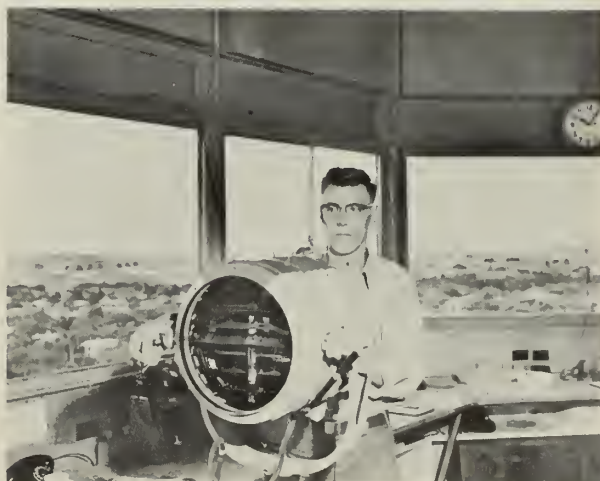


HEADQUARTERS — Channel policemen work tower overlooking harbor.

dollars. Two earlier ones have also been erected at Pearl. One built in 1925 was destroyed by a hurricane, and a second was torn down and taken to another Pacific island.

The crew of three chiefs and nine whitehats assigned to the tower handle an average of 20 ships a day.

'CHIEF OF POLICE'—F. E. Kellington, SMC, scans harbor. Rt: D. L. Henderson, SM/SN, sends message to moored ship.







# From Astrolabe to EPI—A SHORT

The tools and concepts used by today's navigators are the product of centuries of struggle, mistakes, trial and error and, eventually, a more practical means of operation. Here, briefly told, is the story of man's efforts to learn how to get from one point to another with a reasonable assurance of success.

*In perhaps 6000 years—or is it 8000?—man has transformed the art of navigation almost into a science. At times it is easy to forget that it was ever anything else. Today, it is commonly thought that to navigate a ship one must have a chart to determine the course and distance, a compass to steer by, and a means of determining the positions of the ship during the passage. Not necessarily. The word "must" indicates how dependent the modern navigator has become upon the tools now in his hand. Many of the truly great voyages of history—voyages that made known much of the world—were made without one or more of these "essentials."*

*Nevertheless, because these tools are so important to navigation, its history is intimately connected with the development of such instruments.*

**T**ODAY THE NAVY FINDS its way through sea, air and space with apparently so little trouble that—to the uninitiated—modern navigation seems as absolute and exact as addition or subtraction.

Although the experts say there are still great advances to be made in navigation, those of us who get lost going around the block in a strange liberty port can't help but

be impressed at the present-day navigator's ability to figure out where he is, even when he's many days and thousands of miles from anything familiar.

This art and science took thousands of years to reach its present level of accuracy and reliability. In fact, navigation is almost as old as man himself, since a form of land navigation took place when early man sighted on a familiar hill, tree or other landmark to find the way back to his cave after a hard day at the arrowhead factory.

Piloting, which also involves the use of landmarks as guides, was probably the first form of navigation to take to the water, and many centuries must have passed before the early sailors worked up the nerve to stay out of sight of land for very long. When they did, chances are they used an early version of dead reckoning to estimate where they were. Then they probably began to apply their knowledge of the winds, the sun and the stars.

**A**MONG THE EARLIEST TOOLS to be used by the navigator were charts and sailing directions, both of which date back centuries before the birth of Christ. (As the term implies, sailing directions are sets of instructions designed to give the navigator the information he needs on currents, depths, landmarks, safe courses and such in an area.)

Most of the very early maps were drawn without any sort of projection to take into account the curvature of the earth. The Babylonians, for instance, depicted the

Freely arranged and condensed from Bowditch's *American Practical Navigator*, H. O. Pub. No. 9, U. S. Navy Hydrographic Office, 1958 edition, pp. 15-61.



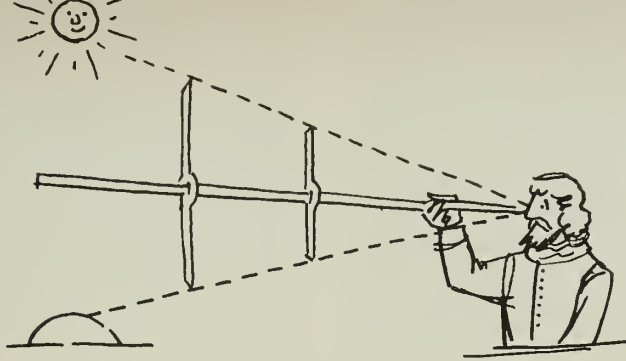
world as a flat disk, encircled by a river of salt water. However, learned men knew thousands of years ago that the world was a sphere, and by at least the third century B.C., its circumference had been quite accurately calculated.

As early as about 600 B.C., Thales of Miletus, chief of the Seven Wise

Men of ancient Greece, is believed to have developed the gnomonic projection — still in use today on what are commonly called great circle charts because great circles appear as straight lines on them.

Stereographic and orthographic projections were also developed by ancient Greeks. Today, the stereographic projection is still used in charts of the polar regions and devices for mechanical or graphical solution of the navigational triangle. (This is a spherical triangle which is solved to compute altitude and azimuth and great circle problems.) The orthographic projection is now used mainly in navigational astronomy.

**A**MONG THE BEST KNOWN of the early map-makers was Ptolemy, an astronomer, writer, geographer and mathe-



Sixteenth Century Navigator uses Cross-staff

interest to pilots. Quite accurate for their time, they are considered forerunners of the harbor and coastal charts used nowadays.

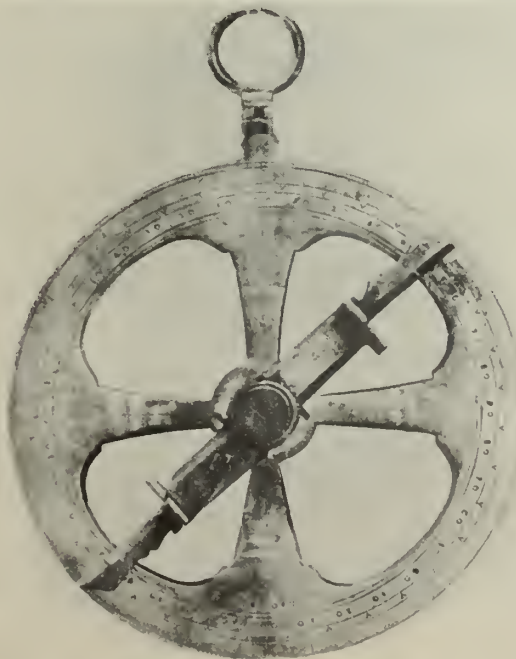
Undoubtedly one of the most important single developments in the history of map-making was the Mercator projection. Published by the Flemish geographer Gerardus Mercator in 1569, this is the only cylindrical projection of the earth widely used in navigation. In the period when more and more "new" areas of the world were being discovered, this projection made it possible to show them all on a single flat surface in such a way that their relationship to one another could be accurately depicted.

**T**HE ORIGIN OF THE COMPASS is as obscure as the beginnings of map-making. We can assume, however, that

# HISTORY OF NAVIGATION

matician of the second century A.D. He mapped the world on a conic projection, located some 8000 places on it by latitude and longitude, and started the practice of putting north at the top of the map. Although he used an estimate of the circumference of the earth which was short by almost 7000 miles, his work inspired that of the Persian and Arabian navigators during the Dark Ages.

**WAY BACK WHEN**—The ancient astrolabe was one of the earliest devices used to measure altitude at sea.



early in the history of navigation, man noted that the pole star remained close to one point in the northern sky. This served as his compass. When it was not visible, he used other stars, the sun and moon, winds, clouds and waves. The development of the magnetic compass, perhaps a thousand years ago, and the 20th century development of the gyrocompass, offer today's navigator a method of steering his course with an accuracy as great as he is capable of using.

The magnetic compass is one of the oldest of the navigator's instruments. Its origin is not known. In 203 B.C., when Hannibal set sail from Italy, his pilot was said to be one Pelorus. Perhaps the compass was in use then; no one can say for certain that it was not. There is little to substantiate the story that the Chinese invented it, and the legend that Marco Polo introduced it into Italy in the 13th century is almost certainly false. It is sometimes stated that the Arabs brought it to Europe, but this, too, is unlikely. Probably it was known first in the west. The Norsemen of the 11th century were familiar with it, and about 1200 a compass used by mariners when the pole star was hidden was described by a French poet, Guyot de Provins.

A needle thrust through a straw and floating in water in a container, comprised the earliest compass known. A 1248 writer, Hugo de Bercy, spoke of a new compass construction, the needle "now" being supported on two floats.

**T**HE RELIABILITY of the magnetic compass of today is a comparatively recent achievement. As late as 1820 Peter Barlow reported to the British Admiralty, "half of the compasses in the Royal Navy were mere lumber, and ought



**HOW DEEP?**—Uncharted channels were recorded by using time-tested lead line similar to present day version.

to be destroyed." Some 75 years ago Lord Kelvin (William Thomson) developed the type of compass used today.

The compass card, according to tradition, had its start about the beginning of the 14th century when a sliver of lodestone or a magnetized needle was attached to a card. But the rose on the card is probably older than the needle. It is the wind rose of the ancients.

The age of iron ships demanded a compass which could be relied upon to indicate true north at all times, free from the disturbing forces of variation and deviation.

In 1852, the first gyroscope, based upon the principle of a common toy then called a "rotascope," was developed by Leon Foucault. Handicapped by the lack of a source of power to maintain the spin of his gyroscope, Foucault used a microscope to observe the indication of the earth's rotation during the short period in which his manually operated gyroscope remained in rotation. A gyrocompass was not practical until electric power became available, more than 50 years later, to maintain the spin of the gyroscope.

Tested first in 1911 on a freighter operating off the east coast of the United States and then on U.S. Navy ships, the gyrocompass developed by Elmer Sperry became standard equipment on large naval and merchant ships after World War I.

Gyrocompass auxiliaries commonly used today were added later. These include gyro-repeaters, to indicate the vessel's heading at various locations; gyro-pilots, to steer vessels automatically; course recorders, to provide a graphic record of courses steered; gyro-magnetic compasses, which repeat headings of magnetic compasses so located as to be least affected by deviation; and other items in the fields of fire control, aviation and guided missiles.

**S**INCE VIRTUALLY THE BEGINNING of navigation, the mariner has attempted to determine his speed in traveling from one point to another. The earliest method was probably by estimate.

The oldest speed measuring device known is the Dutchman's Log. Originally, any object which would float was thrown overboard, on the lee side, from a point well forward, and the time required for it to pass between two points on the deck was noted. The time, as determined by sand glass, was compared with the known distance along the deck between the two points, to determine the speed.

Near the end of the 16th century a line was attached to the log and as the line was paid out a sailor recited certain sentences. The length of line which was paid out during the recitation was used to determine the speed. There is record of this method having been used as recently as the early 17th century. In its final form this log consisted of a quadrant-shaped piece of wood weighted along its cir-

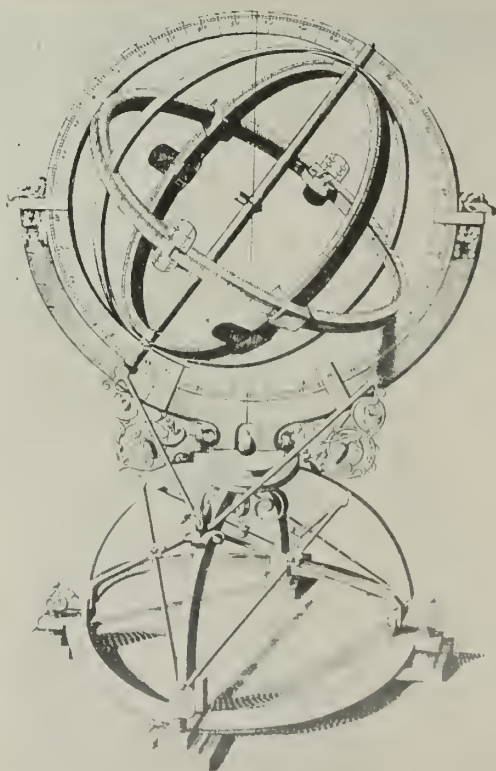
cumference to keep it upright in the water. The log line was made fast to the log chip by means of a bridle, in such a way that a sharp pull on the log line dislodged a wooden peg and permitted the log chip to be towed horizontally through the water, and hauled aboard. Sometimes a stray line was attached to the log to veer, it clear of the ship's wake. In determining speed, the observer counted the knots in the log line which was paid out during a certain time. The length of line between knots and the number of seconds required for the sand to run out determined the speed.

The chip log has been superseded by patent logs that register on dials. However, the common log has left its mark on modern navigation, as the use of the term "knot" to indicate a speed of one nautical mile per hour dates from this device.

Mechanical logs first appeared about the middle of the 17th century. By the beginning of the 19th century, the forerunners of modern mechanical logs were used by some navigators, although many years were to pass before they became generally accepted.

In 1773, logs on which the distance run was recorded on dials secured to the taffrail were tested on board a British warship and found reasonably adequate. Another type in existence at the time consisted of a wheel arrangement made fast on the underside of the keel, which transmitted readings to a dial inside the vessel as the wheel rotated.

**T**HE MODERN NAVIGATOR is concerned principally with three units of linear measure: the nautical mile, the fathom, and the foot (sometimes also the meter). Primi-



**ROUND AND ROUND**—Armillary sphere was principal instrument used by early astronomers to locate stars.





**HOW FAST?**—Old timers are shown paying out the log to find out how many knots their ship is sailing.

tive man, however, used such natural units as the width of a finger, the span of a hand, the length of a foot, the distance from the elbow to the tip of the middle finger (the cubit of biblical references), or the pace (sometimes one but usually a double step) to measure short distances.

As might be expected, these ancient measurements varied from place to place, and from person to person. One of the first recorded attempts to establish a tangible standard length was made by the Greeks, who used the length of the Olympic stadium as a unit called a stadium. This was set at 600 Greek feet (607.9 modern U.S. feet), or almost exactly one-tenth of a modern nautical mile. The Romans adopted this unit and extended its use to nautical and even astronomical measurements. The length of the stadium approximates the modern cable, a unit of 608 feet in the British Navy and 720 feet in the U.S. Navy.

The fathom as a unit of length or depth is of obscure origin, but primitive man considered it a measure of the outstretched arms, and the modern seaman still estimates the length of a line in this manner. Reference to the fathom is made in the detailed account of the Apostle Paul's voyage to Rome. Posidonius reported a sounding of more than 1000 fathoms in the second century B.C. How old the unit was at that time is unknown.

**P**ROBABLY THE MOST DANGEROUS PHASE of navigation occurs when a vessel is "on soundings." Since man first began navigating the waters, the possibility of grounding his vessel has been a major concern, and frequent soundings have been the most highly valued safeguard against that experience. Undoubtedly used long before the Christian era, the lead line is perhaps the oldest instrument of navigation.

The hand lead, consisting of a lead weight attached to a line usually marked in fathoms, has been known since antiquity and, with the exception of the markings, is probably the same today as it was 2000 or more years ago. The deep sea lead, a heavier weight with a longer line, was a natural outgrowth of the hand lead. A 1585 navigator speaks of soundings of 330 fathoms, and in 1773, in the Norwegian Sea, Captain Phipps had all the sounding lines on board spliced together to obtain a sounding of 683 fathoms.

Matthew Fontaine Maury made his deep sea soundings by securing a cannon shot to a ball of strong twine. The heavy weight caused the twine to run out rapidly, and when bottom was reached, the twine was cut and the depth deduced from the amount remaining on the ball.

**T**HE VARIOUS METHODS of determining course, distance, and position arrived at have a history almost as old as

mathematics itself. Many men have contributed the formulas that led to the tables permitting computation of course and distance by plane, traverse, parallel, middle-latitude, Mercator and great circle sailings.

Based upon the assumption that the surface of the earth is plane, or flat, plane sailing was used by navigators for many centuries. The navigator solved problems by laying down his course relative to his meridian, and stepping off the distance run to the new position. This system is used with accuracy today in measuring short runs on a Mercator chart, which compensates for convergence of the meridians, but on the plane chart, serious errors resulted.

Because sailing vessels were subject to the winds, navigators of old were seldom able to sail one course for great distances, and consequently a series of small triangles had to be solved. Equipment was designed to help seamen in maintaining their dead reckoning positions. The modern rough log evolved from the log board, hinged wooden boards that folded like a book and on which courses and distances were marked in chalk. Each day the position was determined from this data and entered in the ship's journal, today's smooth log.

The log board was succeeded by the *travas*, a board with lines radiating from its center in 32 compass directions. Regularly spaced along the lines were small holes into which pegs were fitted to indicate time run on the particular course. In 1627, John Smith described the *travas* as a "little round board full of holes upon lines like the compasse, upon which by the removing of a little sticke they (seamen) keepe an account, how many glasses (which are but halfe houres) they steare upon every point of the compasse."

These devices were of great value to the navigator in keeping a record of the courses and distances sailed, but still left him the long mathematical solutions necessary to determine the new position. In 1436, what appears to have been the first traverse table was prepared by Andrea Bianco. Using this table of solutions of right-angled plane triangles, the navigator was able to determine his course and distance made good after sailing a number of distances in different directions.

**P**ARALLEL SAILING was an outgrowth of the navigator's inability to determine his longitude. Not a mathematical solution in the sense that the other sailings are, it involved converting the distance sailed along a parallel (departure), as determined by dead reckoning, into longitude.

The inaccuracies involved in plane sailing led to the improved method of middle-latitude sailing early in the 17th century. A mathematician named Ralph Handson is believed to have been its inventor.

Middle-latitude sailing is based upon the assumption that the use of a parallel midway between those of departure and arrival will eliminate the errors inherent in plane sailing owing to the convergence of the meridians. The assumption is reasonably accurate and although the use of Mercator sailing usually results in greater accuracy, middle-latitude sailing still serves a useful purpose.

For many hundreds of years mathematicians have known that a great circle is the shortest distance between two points on the surface of a sphere, but it was not until the 19th century that navigators began regularly to make use of this information.

The first printed description of great circle sailing



**BIG EYES**—Even with today's navigational devices the Navyman's eye is used to help guide ship into port.

appeared in Pedro Nunes' 1537 *Tratado da Sphera*: The method had previously been proposed by Sebastian Cabot in 1498, and in 1524 Verrazano sailed a great circle course to America. But the sailing ships could not regularly expect the steady winds necessary to sail such a course, and their lack of knowledge concerning longitude, plus the necessity of stopping at islands along their routes to take on supplies, made it impractical for most voyages at that time.

The gradual accumulation of knowledge concerning seasonal and prevailing winds, weather conditions and ocean currents eventually made it possible for the navigator to plan his voyage with more assurance. Nineteenth century writers of navigational texts recommended the use of great circle sailing, and toward the close of that century such sailing became increasingly popular, particularly in the Pacific.

**L**ITTLE CAN BE SAID with any assurance about early navigational practices because the vast majority of writers were landsmen with little interest or knowledge of manual or practical work. Technical processes were therefore of no interest to them, and when they wrote about the sea, it was from the theoretical viewpoint. Nearly all that has come down to us about seamanship and the seamen's problems has been written by passengers or scholars—not by the seamen themselves. For one thing, most seamen were illiterate and were much too busy with the practice of seamanship to be concerned with writing about it.

On the other hand, the astronomer was considered to be a magician and his instruments the means of magic practice. His elaborate and costly astrolabe, by which he read the skies, could not possibly be used by a pilot who, although he could barely perform the most elementary arithmetical problems, was still a superb sailor and knew his particular ocean as he did the streets of his home port.

Thus, navigation textbooks, as they are thought of today, are a product of the last several centuries. Until the end of the Dark Ages such books, or manuscripts, as were available were written by astronomers for other astronomers. The navigator was forced to make use of these, gleaned what little was directly applicable to his profession. After 1500, however, the need for books on navigation resulted in the publication of a series of manuals of increasing value to the mariner.

**F**REQUENTLY A COMMAND of Latin or other foreign languages was required to study navigation during the 16th century. *Regimento do Estrolabio e do Quadrante*, for example, which was published at Lisbon in 1509, or earlier, explained the method of finding latitude by meridian observations of the sun and the pole star, contained a traverse table for finding the longitude by dead reckoning, and listed the longitudes of a number of places. Nevertheless, the nameless writer of the *Regimento* performed a great service for all mariners. His "Handbook for the Astrolabe and Quadrant"—to translate the title—had many editions and many emulators.

A Flemish mathematician and astronomer, R. Gemma Frisius, published a book on navigation in 1530. This manual, entitled *De Principiis Astronomiae*, gave an excellent description of the sphere, and discussed at length the use of the globe in navigation. Gemma gave courses in terms of the principal winds, proposed that longitude be reckoned from the Fortunate (Canary) Islands, and gave rules for finding the dead reckoning position by courses and distances sailed.

Pedro Nunes' great work, *Tratado da Sphera*, appeared in 1537. In addition to the first printed description of great circle sailing, Nunes' book included a section on determining the latitude by two altitudes of the sun and solving the problem on a globe.

During the years that followed, an extensive navigational literature became available. The Spaniards Pedro de Medina and Martin Cortes published successful manuals in 1545 and 1551, respectively. Medina's book passed through 13 editions in several languages and Cortes' book was eventually translated into English and became the favorite of British navigators. Cortes discussed the principle which Mercator used 18 years later in constructing his famous chart, and he also listed accurately the distance between meridians at all latitudes.

Diego Garcia de Palacia published the first western hemisphere manual at Mexico City, in 1587. His *Instrucion Nautica* included a partial glossary of nautical terms and certain data on ship construction.

**UPKEEP**—Today's navigational instruments need expert care. Here, gyros are checked to insure performance.





THE SEAMAN'S SECRETS of 1594, by John Davis, was the first of the "practical" books. Davis was a celebrated navigator who asserted that it was the purpose of his book to give "all that is necessary for sailors, not for scholars on shore."

Davis' book discussed at length the navigator's instruments, and went into detail on the "sailings." He explained the method of dividing a great circle into a number of rhumb lines, and the work he had done with Edward Wright qualified him to report on the method and advantages of Mercator sailing. He endorsed the system of determining latitude by two observations of the sun and the intermediate bearing.

Although best known for the presentation of the theory of Mercator sailing, Edward Wright's *Certain Errors in Navigation Detected and Corrected* (1599) was a sound navigation manual in its own right. Particularly, he advocated correcting sights for dip, refraction and parallax.

The next 200 years saw a succession of manuals made available to the navigator. Among those which enjoyed the greatest success were Blundeville's *Exercises*, John Napier's *Mirifici Logarithmorum Canonis Constructio* (which introduced the use of logarithms at sea), the tables and rules of Edmund Gunter, *Arithmetical Navigation* by Thomas Addison, and Richard Norwood's *The Sea-mans Practice* (which gave the length of the nautical mile as 6120 feet). Robert Dudley filled four volumes in writing the *Arcano del Mare* (1646-47) as did John Robertson with *Elements of Navigation*. Jonas and John Moore, William Jones and at least two named "Samuel Dunn" were others who contributed navigation books before Nathaniel Bowditch in America and J. W. Norie in England wrote the manuals which navigators found best suited to their needs. This list just touches on the names of some of the early navigation experts. There were others who played important roles too.

BOWDITCH'S *The New American Practical Navigator* was first published in 1802 and Norie's *Epitome of Navigation* appeared the following year. Both were outstanding books which enabled the mariner of little formal education to grasp the essentials of his profession. The Englishman's book passed through 22 editions in that country before losing its popularity to Captain Lecky's famous *Wrinkles in Practical Navigation* of 1881. The *American Practical Navigator* is still read widely, more than a century and a half after its original printing.

Navigation has come a long way, but there is no evidence that it is rearing the end of its development. Progress will continue as long as man remains unsatisfied with the means at his disposal.

Perhaps the best guides to the future are the desires of the present, for a want usually precedes an acquisition. Ancient sailors undoubtedly dreamed of devices to indicate direction and distance. The 16th century navigator had these, and wanted a method of determining longitude at sea. The 18th century navigator could determine longitude, but found the task a tedious one, and perhaps longed to be freed from the drudgery of navigation. The modern navigator is still seeking further release from the work of navigation, and now wants to be freed from the limitations of weather.

There is little probability of further major development in the simplification of tables for celestial navigation. Further release from the work of navigation is more likely to come through another approach—automation.



COMPLEX navigation and electronic gear of today's ships is exemplified by antenna-studded superstructure.

IN THE FUTURE, it is likely that electronics will be applied increasingly as an additional source of energy to extend the range of usefulness of other methods, rather than to replace them. To date, electronics has been related primarily to piloting, extending its range far to sea, and permitting its use in periods of foul weather. In the future it can be expected to play an increasingly important role in the field of dead reckoning and celestial navigation.

It is not inconceivable that a fix may someday be automatically and continuously available, perhaps on latitude and longitude dials. However, when this is accomplished, by one or a combination of systems, it will be but a short additional step to feed this information electronically to a pen which will automatically show a ship's track.

When this has been accomplished, new problems will undoubtedly arise, for it is not likely that the time will ever come when there will be no problems to be solved.

ACROSS THE BLUE—Ship's position is plotted on chart by quartermaster (rt) using automatic drafting machine.





GREEK GREETINGS—Little village of Spata turned out a royal welcome for visiting cruisemen of USS Canberra (CAG2).

# A Visit to Spata

**H**ow do you hammer nostalgia into words? How do you capture the moment when people clasp hands in warm friendship which spans centuries and oceans? How do you describe the impact of spontaneous trust, which needs no language to communicate itself?

You can't really describe any of these emotions. You feel them, see them, experience them, but you never once express them as they deserve expression. You never could relate them

**U.S. DISH**—Hot dogs and hamburgers made big hit with Greek friends.



as they actually happened — as they happened in Spata, Greece.

Spata is a village outside Athens. A village of grape-laden vines, where ordinary people live. They court, marry, and die as quietly as they have lived, with their days dotted by little excitement except village fiestas and holidays.

Spata was the kind of town *Canberra* men envisioned when they devised Project Hinterland. They had already greeted thousands of visitors throughout the world and demonstrated the ship's missile system to seaport dwellers from Sydney to Singapore. Everywhere enthusiasm had run high, welcomes had been wonderfully cordial, officers and men had been entertained and had entertained.

Istanbul had been the most recent port of call for *Canberra*, with Athens yet to go, before the homeward voyage to end the around-the-world trip begun so many months before.

What would be a fitting climax for this cruise? Seek out a village? Break out a band and dance in the streets? Hand out hot dogs and hamburgers, chewing gum and cokes? After 50,000 miles of "people-to-peopleing," this might have sounded like utter nonsense to some ships, but not to the

men of *Canberra*. "Let's do it," was their reply.

Hinterland was underway.

Spata was the selected village, but practically no one there spoke any English. Had the whole idea been a bit hasty? Would it have been better to visit Athens proper on a normal liberty, and then shove off without any excess bother?

*Canberra* arrived in Athens on a Sunday morning and by 3:00 p.m. the commanding officer, Captain W. H. Baumberger, USN, a handful of officers, and some 100 enlisted men climbed into cars and buses for the trip to Spata. Foodstuffs and band instruments were loaded on a truck. There was little fiesta spirit evident as the caravan got underway. They were still not sure this had not been a mistake.

As they neared the village, someone stopped them and asked them to give the villagers 10 minutes notice.

Again they waited. Curiosity mounted. Then people outside the first few houses began to wave their welcomes. And suddenly the church bells began to ring wildly, in a welcome that rolled in a thousand echoes through the valley.

This was Spata: Streets lined, banners waving in painful English "Wel-



come to our town," warm, delighted cheers, smiles of joy.

Next came the speeches, but they proved secondary. Welcome ran through the handshakes of the hundreds who reached out eagerly to greet the Yanks. Welcome lined the streets, and was re-echoed in the countless greetings.

After visiting Spata's factories and its historic church, everyone returned to the village square where the CRULANT Band was already playing. But much to the surprise of *Canberra* men, the tables were set and succulent-looking lambs were turning slowly in spits. *Canberra* had planned to entertain a village, but the village had planned otherwise.

However, hot dogs and hamburgers made a rather unusual dessert after roast lamb, and added a true touch of America to Greek pastry.

Even after this, the Navy blue-jackets were not to be outdone. The costumed young girls were asked to line up. And then, much to the delight of the townspeople, the CRULANT Band broke into native Greek dance music, and the girls showed a delightful display of Greek dances. This repaid the band members who had lost many hours of sleep learning to play the unfamiliar Greek music.

Later, after a speech by the mayor, the commanding officer of *Canberra* spoke to the people in Greek.

All that remained was for the *Canberra* sailors to ask the village girls to dance. The permission of the mayor was sought and gladly granted. The waltz and cha-cha were attempted, as well as Greek folk dances.

Bright sunlight finally yielded to shadows and then to soft darkness which signalled the departure of the *Canberra* crewmen. But this was not the end of their relationship with this little town. Tomorrow the townspeople would visit *Canberra*.

When the next afternoon came, *Canberra* men were determined to welcome their guests royally.

The mayor and a representative handful of villagers, embarked in the captain's gig, were the first to arrive. Solemnly, His Honor came aboard, doubtful that hundreds of sailors of one of the mightiest American warships would line up on deck in their best dress blues to greet the hardly known mayor of an out-of-the-way town in the hinterland of Greece. He struggled to hold back the tears.

One hundred and twenty-five villagers followed—those chosen by their



SHOW TIME—Navymen played Greek music and girls performed folk dances.

fellow townsmen to represent all of them.

There were speeches again and some shyness and awkward moments as efforts were made to pick up threads laid down the night before.

Then there were growing smiles and warmth, as those who had visited Spata the day before now became hosts. The CRULANT Band and *Canberra's* own combo gave out with music.

The visitors were shown the ship's missile system and then taken to the general mess for a thoroughly American dinner. While cutting a cake which had been decorated in Greek letters, the mayor pronounced his first English words: "God bless you all."

After dinner hosts and guests congregated on the foc'sle for more music. *Canberra's* glee club, a feature of the evening before in Spata, gave an encore on home territory.

Before the visitors departed, *Canberra's* Greek-speaking sailor, Yeoman Pappas, of CRUDIV Six's staff, announced the presentation of a substantial supply of scientific equipment, purchased in Athens for use of Spata's schoolchildren. The mayor's words of acceptance seemed significant: "Perhaps one day the children of our village, having used this equip-



ment, will grow up to become skilled scientists, and work side-by-side with the scientists of the United States, in the cause of peace."

These were not merely Greek villagers returning to their own little town, they were friends saying goodbye. Hands were not shaken, they were clasped, held tight, pressed with warm fervor. A near-miracle of friendship had taken place in hardly 48 hours. Hinterland was no longer a project—it was an experience in friendship.

—LCDR J. J. O'Connor, CHC, USN.

GREEK DISH—Villagers surprised *Canberra* sailors with feast of roast lamb.



# Navy's Top Leaders

**A** BOATSWAIN'S MATE FIRST CLASS who is first lieutenant on board an escort vessel, a chief aviation electronics technician on duty in Japan, a commanding officer of an escort vessel, and an aircraft handling officer on an aircraft carrier were the winners of the first annual Chief of Naval Operations Leadership Award.

Here's the story of the brand-new award, how to qualify for it, and a little about the first group of men who did qualify for it.

The Pacific Fleet winners were **William J. Hawkins, ATC, USN**, General Maintenance Chief of Air Transport Squadron 21 Detachment, Japan, and **LCDR Rembrandt C. Robinson, USN**, Commanding Officer of *uss Charles Berry* (DE 1035).

In the Atlantic Fleet, **Earl J. Young, BMI, USN**, First Lieutenant aboard *uss Huse* (DE 145), and **LCDR Philip R. Craven, USN**, of Carrier Air Group Six, formerly Aircraft Handling Officer aboard *uss Randolph* (CVS 15), were selected.

When announcing these winners, Admiral Arleigh A. Burke, CNO, called the men "living examples of what makes our Navy the finest fighting force in the world."

**W**ILLIAM J. HAWKINS, ATC, top enlisted leader in the Pacific Fleet, directs an on-the-job training program and encourages self-study. Sixty per cent of those in his group who participated in the service-wide examination for advancement in rating and in proficiency pay examinations last year were advanced in rating or to pro-pay status.

The disciplinary rate in Hawkins' shop has decreased from three cases in 1958 and 1959 to none in 1960. He is also credited with rehabilitating one man who had an acute alcohol problem.

It is routine for Chief Hawkins to ask that chronic or potential troublemakers be assigned to his division.

LCDR Robinson, on board *Berry*, has set up an extensive leadership program for his ship. Both his junior officers and petty officers actively participate in the program.

Since November 1959, 27 of 28 men have reenlisted or extended

their enlistments on board, and the only *Berry* Reserve officer eligible for separation throughout the year applied for and was accepted into the Regular Navy. Also during this period, only one man was tried by court-martial. One of Lcdr Robinson's superior officers said, "The leadership program on board *Berry* has generated a spirit of enthusiasm

Lieutenant and First Division Officer, aboard *uss Huse* (DE 145).

Young has been able to maintain the deck spaces and sides of the ship in a high state of repair and cleanliness despite a lack of funds and personnel. The following are comments which reflect Young's leadership ability in this area: "The excellent material condition of the ship noted on your departure inspection is a tribute to fine leadership and hard work."

When this Reserve Training ship arrived at its new duty station in the Eighth Naval District, the Commandant said, "I was most favorably impressed by the alert and smart appearance of officers and men. The cleanliness and shipshape conditions were apparent throughout the ship."

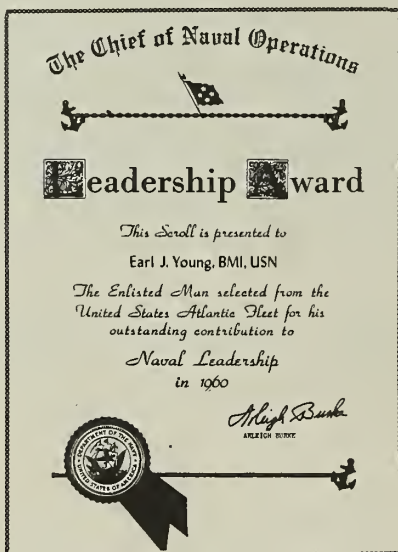
*Huse's* commanding officer said this about Young: "He is not content merely to promote his own division and department; he has gone much farther to promote a harmonious and cooperative spirit among all departments and divisions. This cooperative spirit has greatly increased the morale as a whole aboard *Huse*."

Mast cases have been reduced to zero in Young's unit. He has also taken an active part in the ship's leadership improvement program, in addition to overseeing the training program for the Naval Reserve personnel who come aboard.

LCDR Philip R. Craven, USN, was the Atlantic Fleet's officer selectee for the Leadership Award. Although currently assigned to Carrier Air Group Six, much of 1960 was spent as Aircraft Handling Officer, with collateral duty as Air Department Training Officer, aboard *uss Randolph* (CVS 15).

During the time on board *Randolph*, the ship was redesignated CVS. ASW operations presented an entirely different concept of flight deck procedures which had to be accomplished with fewer, and therefore more highly trained, men. It was a tough new assignment.

He studied the procedures of other CVSs, adapted his own ideas and personal experiences and then instituted, through his division officers, a training program designed to meet the new requirements.

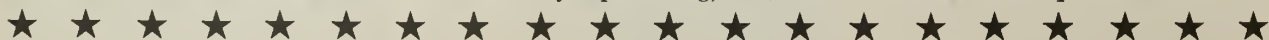


in the officers and crew that is the envy of all who come in contact with the ship."

LCDR Robinson's leadership isn't limited just to shipboard activities. Members of the crew — officers and men — are motivated, and they demonstrate it while they are ashore. After a visit to Japan recently, the ship reported "no single adverse incident."

Commander Destroyer Flotilla One made this comment about Lcdr Robinson in connection with his nomination for the CNO Leadership Award: "DO NOT HAVE STATISTICS ON ENLISTMENTS BUT CONDUCT RECORD PERFECT X . . . DYNAMIC LEADERSHIP OF LCDR ROBINSON . . . HAS CARRIED OVER TO EVERY OFFICER AND PETTY OFFICER OF HIS COMMAND."

**T**HE ATLANTIC FLEET's top enlisted leader is boatswain's mate first class Earl Joseph Young, USN, First





**H**HE MOLDED THIS VESSEL's aircraft handling group (some 500 men) into a closely knit, highly efficient professional group whose performance of mission is unparalleled," his commanding officer said.

During LCDR Craven's tour of duty in *Randolph*, the ship won the following awards:

1959 — Battle Efficiency Award (for CVA), Battle Efficiency Award for the Air Department (for CVA), and Marjorie Sterrett Award for the "Best Ship in the Fleet."

1960 — Battle Efficiency Award (for CVS), Air Department Efficiency Award (for CVS), Admiral Flatley Memorial Award for Aviation Safety (for CVS), and the ASW "A" (for CVS).

His own department, which had only 16 per cent of the total crew assigned, accounted for 23 per cent of the reenlistments for the entire ship. When he left the ship, even though he was not a division officer, the enlisted men who worked for him organized a farewell ceremony. "He was simply and genuinely well liked," commented the ship's commanding officer.

**A**TLANTIC FLEET runners-up were:

• **CDR Paul Hannon, USN**, Commanding Officer, *uss Dyess* (DDR 880) — His ship won the Battle Efficiency "E" Award for fiscal year 1960. Commander Destroyer Squadron Six said in a letter of commendation to CDR Hannon: "Your performance throughout the year has been so outstanding as to cause me to recommend your ship for a bonus of five points in the Fleet Competition."

After a recent inspection of *Dyess*, the inspecting officer noted: "The over-all individual pride in the ship was reflected throughout the inspection in the appearance, attitude and can-do spirit which pervaded every department."

During the last year, more than 50 per cent of those who took the pro-pay test made it (26 of 50 men), more than half who took the February advancement examination passed (55 of 99), and about the same percentage of those eligible to reenlist, reenlisted (6 of 13).

• **LCDR Shepherd M. Jenks, USN**, *uss George Washington*, SSB(N) 598 — During the last year and a half, LCDR Jenks has trained simultaneously, two engineering crews.

Each of these crews can maintain and operate the nuclear power plant, and the complete electrical, interior communications and control systems of the Fleet Ballistic Missile submarine. During the training period the men worked long hours, many times seven days a week.

Despite this, within his department, there has been a 100 per cent reenlistment rate and officer retention rate, no requests for transfer, and no courts-martial. Discipline is excellent.

The records of his department show that 95 per cent of those men who took the examination for advancement in rating were advanced during the last one and one half years.

• **CDR George J. Davis, USN**, Commanding Officer *uss Blandy* (DD 943) — During fiscal year 1960, his ship has won the Battle Ef-

Davis: "It is unusual that during his tour approximately eight officers have been qualified to moor the ship alongside a pier, and all eligible officers have been qualified to get the ship underway, and to make approaches alongside other ships while underway. Although he performs the more difficult shiphandling maneuvers himself, he is careful to insure that all officers have ample opportunity to perfect their technique."

• **LCDR Robert Y. Kaufman, USN**, Commanding Officer, *uss Cavalla* (SS 244) — Since he took command, the reenlistment rate (first cruise) has increased from eight per cent (1 of 12) to 50 per cent (5 of 10).

He talks with each prospective dischargee. In addition, he writes to the wife or parents about three months before the husband or son is discharged, and again about a month before discharge.

Once a month he talks with leading petty officers, and leadership is always among the items stressed.

Since LCDR Kaufman has been in command of *Cavalla*, there have been no disciplinary cases, no shore patrol reports, and no traffic violations among *Cavalla* personnel.

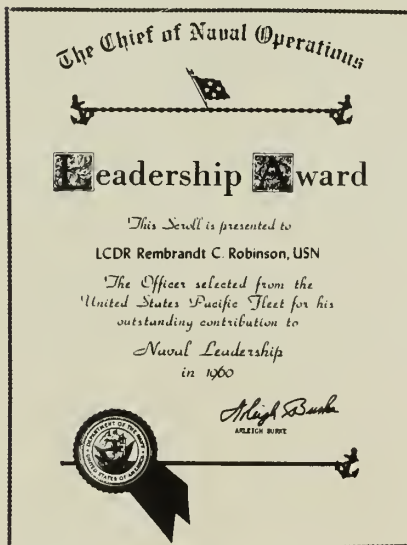
• **Alfred Zulueta, SD1/AT, USN**, Airship Squadron Three—Zulueta is squadron section leader, crew chief, and leading electronics shop petty officer. "In each position," his commanding officer relates, "he has received verbal commendations from many officers who work with him."

Zulueta is also the only qualified communications aircrewman in the U.S. Navy, according to his squadron, who holds the SD rating. His flight crew has more qualified designated aircrewmen than any other squadron in his group.

He has trained his crew of technicians and supervised their in-flight maintenance procedures until they have achieved "an unparalleled ability" to keep the electronics equipment operating.

• **Harold G. States, BM3, USN**, *uss Norris* (DDE 859)—On board *Norris*, States has acted as petty officer-in-charge of after fueling station; coxswain of captain's gig; boatswain's mate of watch, and repair party investigator.

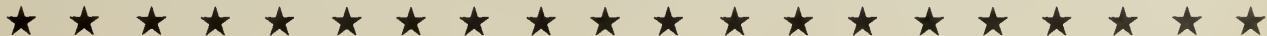
During a recent refueling-at-sea operation, the chief observer commented: "All phases of this exercise were conducted by *Norris* in an out-



iciency "E"; Engineering Department Excellence "E"; Operations Department Excellence "E"; Communications Department Excellence "E"; Antisubmarine Warfare Excellence "A"; and Rhode Island Council of the Navy League Best ASW Ship in the Destroyer Force, U.S. Atlantic Fleet Award. *Blandy* is also authorized to display the Gunnery "E" on the main battery director and on the three five-inch mounts.

Before CDR Davis took command, the only award that had been won by the ship was one Engineering "E."

Commander Destroyer Squadron 24 made this comment about CDR





THE CNO AWARD will be presented annually to Navymen showing leadership.

standing manner. It was the smoothest destroyer refueling operation witnessed by this observer during the entire Mediterranean cruise."

The commanding officer of *Norris* has made the following comments about States: "It is a pleasure to watch him generate spirit and enthusiasm in the men who work for him. He is an expert lookout instructor and has done much to increase the capabilities and interest of the ship's lookouts. States has a forceful personality and gives orders in a direct military manner. He has no trouble getting men to work because they respect him as a leader."

He has been awarded several letters of commendation for leadership.

• **Paul D. Grimes, EOC-P1, USN**, Underwater Demolition Team 21—During a training exercise in 1959, Chief Grimes was deployed as Officer-in-Charge of the Underwater Demolition Team 21 detachment. For his work with this detachment, he was commended by Commander Amphibious Group Four.

In July 1960, Chief Grimes attended the Atlantic Amphibious Force's Leadership Academy. He stood first in his class in Academics, Student Performance Evaluation, Instructor Performance Evaluation and Final Course Grade. He was also chosen Honor Student from among the 40 CPOs in his class.

After completing the course he assumed a leading role in the UDT

21 leadership program. He is a member of the Leadership Advisory Board which is responsible for making recommendations and carrying out leadership policies of the command.

In this capacity he has scheduled and monitored weekly lectures and discussion periods which cover such topics as adherence to regulations, importance of security, voting obligations and privileges, moral aspects of leadership and communism.

• **William E. Bennett, BMC-P1, USN**, Commander Mine Sub-Division Bravo and Captain of the Squadron Flag Boat, MSB 29—"Chief Bennett's selection as boat captain was based upon his leadership ability to obtain outstanding results," volunteered one of his senior officers.

Previously, he has commanded an MSB and a group of six MSBs. Later, he was put in command of a sub-division which was deployed to the U.S. Sixth Fleet in the Mediterranean. There were no disciplinary cases while in the Med.

In August 1960, Chief Bennett "exhibited outstanding qualities of leadership and knowledge" while engaged in salvage operations of a minesweeping boat.

**PACIFIC FLEET** runners-up were:

• **James S. Black, ETC, USN**, USS *Hancock* (CVA 19)—Soon after he reported aboard, Chief Black organized a training program and became

its principal instructor. He devoted many off-duty hours to preparing and conducting the program.

He and his group contributed directly to the winning of the Battle Efficiency Pennant for fiscal year 59, reports his commanding officer.

In addition, the advancement rate of ETs in his division has increased from 61 to 78 per cent. Four men have been rated ET3 during 1960 without attending Class "A" school.

There have been only two mast cases in his group in two years. Much of the credit for this goes to Black's active participation in the ship's naval leadership program.

• **MSGT Louis Frederick, USMC**, Platoon Sergeant of the Weapons Platoon, Company H, 2nd Battalion, 19th Marines, Third Marine Division (Rein.), Fleet Marine Force, Pacific—Since his assignment to his present company, he has formed and trained a weapons platoon from a nucleus of semi-experienced men. He has encouraged his men to complete their education through USAFI courses and to become more proficient in their work. His commanding officer said: "His leadership, ability, and personal example have influenced and assisted the average Marine to become an asset to the platoon and company."

MSGT Frederick's platoon has the lowest offense rate and is reported to be the best disciplined platoon in the company.

• **Charlie B. Holsclaw, BMC, USN**, Chief Master-at-Arms and Leading Boatswain, USS *Interpreter* (AGR 14)—Only one member of the ship's company has been court-martialed since the ship was commissioned in September 1958.

Chief Holsclaw, himself, has had 11 commendatory entries in his service jacket since he reenlisted in March 1956.

One commendation says: "He has given full attention to his individual responsibilities without, in any way, losing the overview as to what is best for his ship and for the Navy. He has exercised mature judgment in every instance and his unique ability to instill confidence in young inexperienced junior officers in a diplomatic manner, has resulted in their rapid qualification in all phases of seamanship."

Another commendation said, "Your keen sense of responsibility and the strong leadership qualities you continually displayed were of the high-



est order, enabling you to provide highly effective assistance in the maintenance of the highest standards in the Deck Department."

• **Ronald E. Williams, ENCM(SS), USN**, Chief-of-the-Boat, *uss Seadragon*, SS(N) 584—Master Chief Williams has taken a leading role in *Seadragon's* leadership program.

His commanding officer describes him as a "leader of leaders" and as "the cleanest, smartest-looking person on board, and as fine a man in every respect as the commanding officer has ever known."

He is one of the few enlisted men in the Navy qualified as Engineering-Officer-of-the-Watch of a nuclear power plant. During a recent 11,000-mile voyage under the North Pole, Chief Williams was one of three persons who acted as Engineering-Officer-of-the-Watch.

The Engineering Department has a 100 per cent reenlistment rate.

• **CDR John S. Bailey, USNR**, Executive Officer, *uss General William Mitchell* (T-AP 114)—He personally supervises the leadership instruction program aboard his ship. Also, in the absence of a Protestant chaplain, he has organized, and conducts Protestant religious services on board with steadily growing attendance.

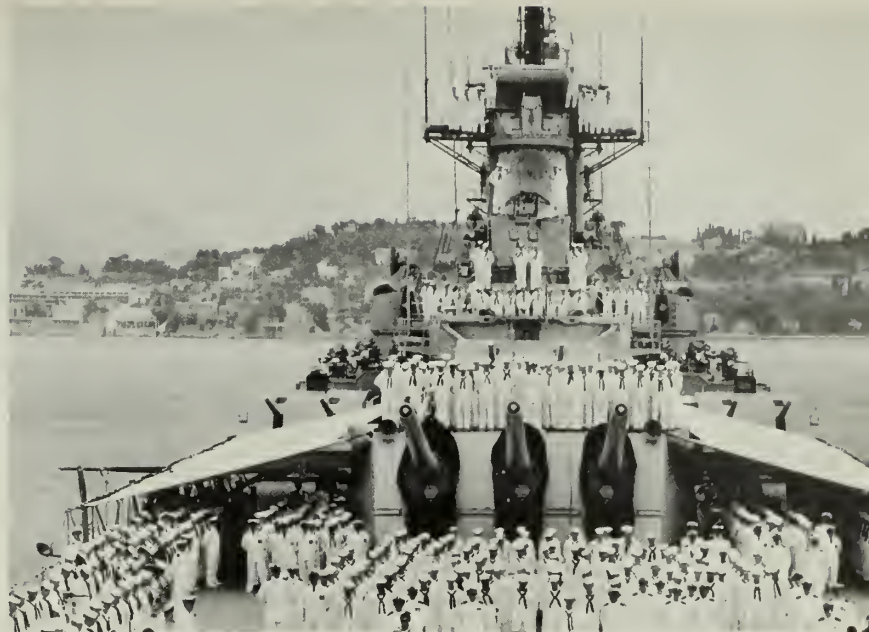
He has been able to obtain the complete cooperation of both enlisted men and officers by personal example and interest. He has also made certain changes in the ship's organization which have resulted in more efficiency, fewer disciplinary problems and higher morale among the ship's company.

• **Chief Boatswain Alan B. Davis, USN**, *uss Mathews* (AKA 96)—Under the leadership of Chief Boatswain Davis, new men become competent line handlers, cargo handlers, winch operators, boat crews and all-round good seamen.

CWO Davis' commanding officer said: "Whether rough seas or darkness . . . Chief Boatswain Davis' men confidently handle their 30-ton boats and various cargoes like true craftsmen.

"Junior officers are eager to stand watch under his direction and look to him constantly for example and advice in their efforts to become leaders in their own right."

• **LT Stanley G. Rice, USN**, *uss Hornet* (CVS 12)—When LT Rice took over his division, mast cases averaged four per month for the 50-man group. Through lectures, induce-



HERE'S WHO—Five EMs and five officers from each Fleet can be nominated.

ments in the form of additional privileges, and his personal good example, mast cases were cut to only two in the six-month period of March to August 1960.

During the last months of a recent deployment, his division was depleted to 39 men, yet he managed to cope with all operational demands and, at the same time, maintained an enviable safety record.

• **LTJG O. L. Morrison, USN**, *uss Cook* (APD 130)—LTJG Morrison has headed several departments in the ship.

From July 1958 until August 1959, he was assigned as Navigator. He raised the Navigation Department from a satisfactory state to an outstanding one.

In August he became First Lieutenant and Gunnery Officer. At that time morale and performance were low in that department. He revised this trend and raised the state of these departments to a high excellent.

In August 1960 he became Operations Officer, and he has already taken steps to improve the state of readiness there as he has in the other departments.

Besides these primary jobs, LTJG Morrison has acted as information and education officer, athletic officer, special services officer, library officer and public information officer. As an example of his production in his collateral duty assignments, during a period of one year, more than 600 PIO releases were made.

**T**HE CNO LEADERSHIP AWARD will be presented annually to officers and enlisted men who demonstrate superior naval leadership. The award consists of a scroll suitable for framing and a service record notation.

A maximum of five officers (not above the rank of commander) and five enlisted men (any rate) from each Fleet may be nominated, and only men from Fleet units are eligible. Nominations, together with substantiating documents, must reach the Chief of Naval Personnel by 1 November of each year.

The Chief of Naval Operations has established the following criteria for nominations.

The candidate must have:

- Demonstrated achievement in the unit in which assigned.

- Been directly responsible for improvements of his unit over a period of time.

- Demonstrated leadership qualities which are reflected in such areas as reenlistment rate, officer retention rate and improvements in discipline.

- Clearly demonstrated adherence to, and complete understanding of, the highest moral principles as set forth in General Order 21.

These outstanding leaders, along with the many others throughout the Fleet, who were not nominated, have made the Navy's Leadership Program work. It will only continue to work so long as each individual whitehat, chief and officer works hard at it.

—Erwin A. Sharp, JOC, USN.



**BIG WELCOME**—Reserve PubRel units can help spread the word to news media when your ship returns to home port.

# Public Relations Experts

**Y**OUR SHIP HAS just been eased into her berthing space at the Boston Naval Shipyard. You've got almost two weeks to kill before getting underway again for ASW exercises.

Word is passed to report to the exec. You're on the staff of the ship's paper, and wonder what you did wrong in the last issue.

Soon you find that the "Old Man" didn't blow his stack because of the typographical errors. But he did get wind of a training course in public information which coincides with the layover. So you, other men on the ship's paper and your division officer—who has collateral duty as PIO and adviser to the ship's paper—get a chance to take this one-week course.

The public information course is conducted by Naval Reserve Public Relations Company 1-1, Boston. Training is supervised and administered by experts in the field of public relations who are members of the company. But more about this course later.

This training project is but one of many ways in which Naval Reserve Public Relations Companies stand

ready to help you and your ship. These units have a twofold mission: First, of course, they train public information specialists for mobilization billets. Second, and more important to you and your ship, they provide assistance to district commandants in carrying out the Navy's public information program.

**H**ERE ARE SOME WAYS the Reserve PubRel units can help you:

Suppose your ship is returning from a long cruise and wants to stage a homecoming celebration. A PubRel unit can assist in getting prominent local officials to take part. It can line up TV, radio and newspaper coverage. It can probably provide photographic coverage so your ship can have a pictorial souvenir of the event.

Maybe you are planning a cruise book. A PubRel company can help with data on your ship's history to provide flavorful background material. It may also help you plan and execute the cruise book itself.

Perhaps your ship has been on a pioneering mission to an out-of-the-way area. A PubRel unit can help

you publicize the operation (if the mission isn't classified, of course).

PubRel companies offer orientation programs to Navymen assigned in their area. They arrange public appearances for senior officers. They see to it that a Navy human interest story gets coverage. And so on, and on.

**T**HE PUBLIC RELATIONS program is one of the 21 programs within the Specialist Reserve. More than 700 Reservists—all experts in the field of mass communications—take part in the training. Among these specialists are writers, editors, reporters, photographers, artists, advertising consultants, publishers, radio, and television and motion picture staff members.

Men and women may join PubRel units. There are no rank restrictions for officers. Enlisted Reservists in pay grades E-1 and E-2 are not eligible for membership, however.

PubRel units vary in size from a minimum of five members to more than 70 members. There are 39 Public Relations Companies operating throughout the country. They are



located in Boston, Mass.; New York City, Albany and White Plains, N.Y.; Stamford, Conn.; Philadelphia, Pa.; Cleveland and Columbus, Ohio; Richmond and Norfolk, Va.; Louisville, Ky.; Washington, D.C.; Atlanta, Ga.; Miami, Fla.; New Orleans, La.; Lubbock, Dallas, Austin, Houston and Corpus Christi, Tex.; Chicago and Springfield, Ill.; St. Louis and Kansas City, Mo.; Milwaukee, Wis.; Detroit, Mich.; St. Paul, Minn.; Topeka, Kans.; Denver, Colo.; San Diego, San Francisco and Los Angeles, Calif.; Phoenix, Ariz.; Seattle, Wash.; Portland, Oreg.; Oklahoma City, Okla.; Indianapolis and Fort Wayne, Ind.

A minimum of 24 and a maximum of 48 drills—without pay—are authorized annually. Active duty for training (ACDUTRA), with or without pay, is also authorized annually, subject to the availability of funds and billets.

Training includes lectures, seminars, and instruction in current planning and policies of armed forces public relations.

**B**UT PUBREL RESERVISTS don't spend all their time in classrooms or lecture halls. A great part of their time is devoted to learning by doing—or sharing the skills and know-how they have already acquired.

Here are a few projects members of PubRel companies have carried out in recent months:

- Members of one unit conducted a "public relations clinic" for Task Group BRAVO, Atlantic Fleet. Their job was to provide advice, counsel and assistance in planning and implementing an effective public relations and community relations program for *uss Wasp* (CVS 18) and other BRAVO ships taking part in ASW exercises.

- A Reserve public relations expert spent his annual ACDUTRA period on Staff COMSIXTHFLT, preparing a history of the Sixth Fleet from the time it was established until the present—including examples of Fleet activities, exercises, emergency operations, state visits, cruises, VIPs and so on. He also helped prepare a 36-page brochure, "Building Good Will."

- One unit has been preparing, writing and recording a weekly five-minute radio program of Naval Reserve news for broadcast over a local radio station. Members take turns handling the project, which has been in operation for a number of years.

- PubRel Company 11-2, Los



**SEA TO SHORE**—NR/PR units can help provide advice and assistance in planning community relations for special projects such as ASW exercises.

Angeles, launched a cruise for high school journalists four years ago. The teenagers spend "A Day in the Navy" and then write of their experiences for their school papers. A prize is awarded for the best article. The project proved so successful that it has become an annual event, and units in other parts of the country have sponsored similar activities.

- Public Relations Company 9-2, Chicago, set up a "command information bureau" which coordinated all

news releases and public relations activity in the Great Lakes area for Task Force 47's *Operation Inland Seas* during the summer of 1959. Last year, as a result of this project, the Navy was awarded the coveted "Silver Anvil Award" by the American Public Relations Association for the best public relations program of the year in the "military" category.

**T**HE PUBLIC RELATIONS course offered in Boston, mentioned earlier, is an

**LAND CRUISE**—Columbus, Ohio, Naval Reserve PubRel unit bids farewell to Explorer Scouts leaving for tour of Naval Academy arranged by the PR unit.





**BIG JOB**—Reserve units helped cover opening of St. Lawrence Seaway. Rt: Type of project NR/PR can help with.

other example. The course is designed for completion in one week and the trainee may return to his ship or station each night. The curriculum has been kept flexible so that the background and goals of each trainee may be given consideration.

A typical week's course runs something like this:

**Monday AM:** Instruction in news editing, advertising, composition, printing and distribution, carried out in a newspaper office.

**Monday PM:** Indoctrination at Boston University's School of Public Relations and Communications.

**Tuesday AM:** Big-town newspaper operations covered. Trainee rewrites news releases, rides in radio car to get first-hand information on news-gathering techniques.

**Tuesday PM:** A session in the photo department of a major newspaper; trainees learn how to set up news and publicity shots.

**Wednesday AM:** A look into the public information activities of a government agency.

**Wednesday PM:** Training in the role of wire service activities.

**Thursday AM:** Radio and TV indoctrination, including spot announcement writing, script writing and news writing.

**Thursday PM:** Another trip to a metropolitan newspaper for review purposes.

**Friday AM:** A visit to a large advertising agency. Emphasis is on the layout, promotion and techniques involved in long-range PR projects.

**Friday PM:** Business communica-

tions are studied at the World Trade Center of New England. In late afternoon a wind-up session is conducted by the District PIO to relate the activities of a Navy PIO to the trainee's observations during the course.

The Naval Reserve Public Relations Companies are going concerns, making up a capable and experienced "sales force" for the Navy.

If your travels take you to areas in which a PubRel Company is located, visit the unit and pass the word on your activities. Further, if you have material which might be of interest to these units, or projects you would like to suggest, advise CHINFO, who is Navy Department "sponsor."

You'll find the PubRel units eager to help tell your story which, after all, is the Navy's story.

**SALTY SALESMEN**—San Diego Reserves and prospective recruits pose on deck during open house held by unit.







## Stopover in India

THE "GALLOPING GHOST of the Persian Coast," *uss Greenwich Bay* (AVP 41), hit port Stateside with her crew full of tales of strange and beautiful sights of the Middle East. For the ship this was an old story, as she had just returned from her 12th deployment as flagship for Commander Middle East Force.

On this last tour, the "E" winning seaplane tender cruised some 19,000 miles carrying the flag to rare and exotic ports as far east as Chittagong, Pakistan. Among the many places that will be long remembered by crew members of *Greenwich Bay* were Calcutta and Madras, India, and Colombo, Ceylon. In addition to having a ball seeing the sights in these faraway places, the Navymen spread good will for the United States as they participated in softball games, made blood donations, held parties ashore and guided tours aboard their ship.

*Top:* C. W. Best, RMSN, USN, admires the intricate work on a temple in Calcutta, India. *Top Right:* Hindu temple in Madras was one of the many wonders of the Middle East seen by *Greenwich Bay* sailors. *Right:* G. J. Bailey, SN, USN, pauses to rest in botanical gardens while sightseeing in Kandy, Ceylon. *Lower Right:* *uss Greenwich Bay* (AVP 41) cruises Middle East in her special white paint. *Lower Left:* E. R. Russel, SN, USN, chats with Indian hostess during visit to Calcutta.





Brief news items about other branches of the armed services.

THE AIR FORCE has signed a six-month contract to develop the guidance system for *Dynasoar*, a manned hypersonic space glider.

*Dynasoar* research flights are planned for the mid-60s. The delta-winged glider will be boosted into space by a *Titan* ICBM. The program will explore the potential of hypersonic (five times the speed of sound, or faster) and orbital vehicles, with particular emphasis on a study of aerodynamic heating.

The delta-wing glider will be able to maneuver while in its glide back to earth and will let the Air Force explore problems of hypersonic flight. *Dynasoar* will make a conventional landing after it returns from orbit.

★ ★ ★

THE WEAPONS MODERNIZATION program of the Army is not only reducing the weight of the gear used by the individual rifleman but also the weight of larger weapons. Weight reductions have been made through the use of newer, lighter metals and plastics.

The M14 rifle and the M60 machine gun, for example, replace seven earlier infantry weapons, including the M1 rifle. The M14, already in the hands of some riflemen, is simple to operate, has a 20-round clip instead of the 8-round clip of the M1, and weighs a pound less than the M1.

A new 81-mm mortar also is under development. It will weigh 17 pounds less than the older model. Again, the new 4.2-inch mortar has cut 162 pounds off the mortar crew's load. Another development is a more powerful 120-mm recoilless rifle. It will replace the 106-mm model with a savings of 155 pounds in total weight.

Improved mobility through weight reduction is in prospect for other branches of the Army. The artillery will get a new self-propelled 105-mm howitzer, an 8-inch howitzer, a 155-mm howitzer and a 175-mm rifle—with weight reductions ranging from seven tons for the 105-mm howitzer to 21 tons for the 8-inch howitzer.

★ ★ ★

THE AIR FORCE's first mobile *Minuteman* missile unit has been activated at Hill Air Force Base, near Ogden, Utah. Designated as the 4062nd Strategic Missile Wing, the new unit is a part of the SAC's 22nd Air Division.



RISE AND SHINE—*Titan*, ICBM of the Air Force, takes only a few minutes to rise from its underground home.



ON ITS OWN—Artist's conception shows Air Force's *Dynasoar* space glider after separation from booster.

Next year the wing will be assigned two squadrons, the 752nd and 753rd.

Air Force men assigned to the 4062nd participate in the development of the mobile *Minuteman* missile program and in a training program for those to be assigned to the two squadrons.

The 4062nd Wing personnel do some railroading, too. They man *Minuteman*-rigged trains over portions of the nation's railroad system. A series of tests carried out last year proved the feasibility of the roving rail-car missile launchers.

★ ★ ★

ARMY TANK CREWMEN will, in the future, be aided in their night operations by searchlights, periscopes and binoculars using infrared light. Advances along these lines are being made at the U.S. Army Engineer Research and Development Laboratories, Fort Belvoir, Va.

Under development there are items of a tank kit consisting of an infrared-visible xenon searchlight, a gunner's infrared-visible periscope, a tank commander's infrared periscope, and a hand-held infrared binocular.

The searchlight is mounted so that it operates in unison with the tank's gun. Its beam can be varied in width and intensity. It emits infrared radiation which reflects off objects under observation. The reflected rays are then seen through the periscopes and binoculars.

The tank gunner's periscope has both wide-angle and high-magnification channels using ordinary light and a high-magnification channel using infrared.

The tank commander's infrared periscope allows him to make a closed hatch infrared view.

Armored night attacks have seldom been used in past wars because of the limited ability of the crew to see. But night operations would become increasingly necessary in the future event of a war, for nuclear weapons and advanced surveillance techniques make daylight operations more difficult. The new infrared devices will give the tank crewmen the opportunity to capitalize on the hours of darkness.

★ ★ ★

PROJECT MERCURY—the National Aeronautics and Space Administration's manned space flight program—is underway full blast at Cape Canaveral. And just one



small phase of the over-all program—the recovery of errant nose capsules, dummy or real, which come down in the marshlands and scrub palmetto-covered swamps adjacent to the Cape—presents a striking example of inter-service cooperation at work.

Charged with the recovery of those stray capsules is an eight-man team from the U. S. Army Transportation Research Command, Ft. Eustis, Va. Equipped with two five-ton and one 15-ton LARC, the team is housed at, and operates from, Patrick Air Force Base at Cape Canaveral, and works in close conjunction with U. S. Marine Corps helicopters, which spot the nose capsules from the air and help guide the LARCs to the scene.

LARCs (Lighter, Amphibious, Resupply, Cargo) are, as the name implies, truck-amphibians which operate with equal facility on land or water. The smaller version, the LARC-5, is basically a water craft, designed for maximum simplicity and minimum maintenance. A gasoline engine supplies power to all four wheels on land, and turns a single propeller for travel on water.

The much larger LARC-15 is constructed of aluminum alloy, is 45 feet long, and has a large rear ramp to speed up loading and unloading. Its two gasoline engines give it a land speed of 25 miles an hour, and a water speed of some eight-and-a-half knots.

According to the assistant head of NASA's recovery operations branch, "the ability of these do-everything and go-everywhere Army LARCs to recover practice capsules under almost any conditions is really amazing."

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SOLDIERS WILL SOON BE ISSUED a gas mask of a new design, the first major change in mask evolution since 1947.

The mask—the M17—does not have the protruding canister common to the masks in the past. The canister has been eliminated through the use of a newly developed lightweight filter material. Cavities molded into the rubber facepiece contain pads of the material.

Developed by the Army's Chemical Corps, the M-17 is designed to give respiratory protection against war gases, germ warfare agents and airborne radioactive fallout particles. Other features of the mask are lower breathing resistance, better vision, better speech transmission and greater comfort.



**NO CANISTER NEEDED**—Army's new M-17 combat gas mask is scheduled to replace present canister-type mask.



**SOME DISH**—Artist's conception shows world's largest radar now being built by Army Engineers in Puerto Rico.

THE AIR FORCE is using electronic forecasting to speed development of its *Skybolt* program.

Called Program Evaluation Procedure—or PEP—it's essentially a digital computer-analyzed review of every detail of *Skybolt*, an air-launched ballistic missile system.

Some 20,000 events which have occurred or will occur during the development of the *Skybolt* system have been itemized and then coded into computer "language" on magnetic tape. An electronic brain compares and analyzes these events then, reporting through an electric printer, reveals those activities which must be speeded up to meet deadlines.

Armed with this fourth-dimensional eyesight, *Skybolt's* management team is able to project today's activities far into the future to spot possible bottlenecks and reassign men and materials to prevent them from developing.

At Wright-Patterson Air Force Base, Ohio, Air Force technicians analyze data both from *Skybolt's* prime contractor and from other Air Force commands participating in the program. With all this information at their fingertips, the technicians can not only monitor the prime contractor's progress, but can also plan the phasing-in of B-52 bombers and their crews, training requirements and logistics support as well.

★ ★ ★  
STEAM LOCOMOTIVES, which are pretty much a thing of the past on the nation's railroads, are a standard item at one army outfit. At Fort Eustis, Va., soldier-railroaders of the 774th Transportation Group (Railway) operate three steam locomotives on regularly-scheduled runs on the Eustis railroad.

Five others are maintained in mothballs for an emergency. Also at Fort Eustis are 11 diesel-electric engines and 180 pieces of rolling stock.

The engines are used to train newly-assigned men in the steam railroading trade. The Army has a good reason for its emphasis on steam railroading. Countries abroad still use steam locomotives extensively, and probably will for years to come.

During the Korean conflict, three battalions of Eustis-trained men operated the "locos" of the Korean Railroad over tens of thousands of miles of track under severe combat theater conditions.

# LETTERS TO THE EDITOR

## Bonus for Extending Enlistment

SIR: On 6 Aug 1960, I signed an agreement to extend my enlistment for one year. Since then I have heard rumors that I could be paid a bonus for a one-year or two-year extension.

When I asked the personnel office about this, I received a negative answer. Rumors are sometimes true. Is this one?—W.D.T., PH3, USN.

• Like many rumors, this one only comes close to the truth. Actually, you are not entitled to a reenlistment bonus for your one-year extension. If you enter into a second one-year extension, however, you can be paid a reenlistment bonus for the combined two years.

Should you later extend that same enlistment for the third one-year term, you could receive a bonus for the aggregate of the extensions, less any amount already paid you for the other extensions.

Regardless of whether or not you are paid a bonus for these extensions, they must be counted as a reenlistment when figuring any future reenlistment bonus. All this bonus-for-extensions information is based on a recent Comptroller General decision.—Ed.

## Ophold While on Seavey

SIR: I have a few questions on the Shorey-Seavey system for which I would like answers. They are as follows:

Can a man who has received orders be held until his relief is on board, even though he is on Seavey and the ship is planning an extended tour of duty?

If I am on Seavey, does an extension

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

have to accompany my rotation data card to PAMI if I don't have enough time left for shore duty?

If I take a discharge at a receiving station and reenlist at the receiving station within 48 hours, will I still be on the Seavey list?

I would like to know the answers to these questions because I will be eligible for shore duty this month, but the bureau put an operation hold on all personnel until 1 Jun 1961. I didn't think the system worked that way—J.P.N., SFI, USN

• A ship can hold a man on Seavey, if the ship is planning an extended tour of duty, under precisely the action you mentioned in your last paragraph, i.e., an "Ophold." Under current funding restrictions, a ship may request modification of orders until the ship returns to CONUS. Thus a man may be held although enlisted personnel do not ordinarily come under sight relief.

Unless a man has the necessary obligated service, he will be placed on the inactive Seavey list and will not be ordered to shore duty. An extension would, therefore, be necessary.

If you reenlist within 48 hours, you will not remain on the Seavey list automatically. When you go to the receiving station of your own volition, the Navy assumes you intend to become a civilian. If you do decide to reenlist later—even though it is a comparatively short time after your discharge, your reenlistment is immaterial. Your name was removed from the current Seavey when you were transferred and may be resubmitted in the next annual submissions for Seavey.—Ed.

## Battleship South Dakota

SIR: I was looking at an August 1958 issue of ALL HANDS recently, and on page 63, you say that construction was started on South Dakota at the New York Naval Shipyard, but the ship was later scrapped as a result of a 1922 treaty.

This came as rather a surprise to me, because I served aboard South Dakota (BB 57) during World War II. What's the story?—C.D.C., SMI, USNR.

• The battleship South Dakota to which we referred in the August 1958 issue should have been designated BB 49, not BB 57. Construction of BB 49 was, as we said, cancelled in February 1922 in accordance with the provisions of the Washington Treaty for the Limitation of Naval Armament. BB 49 was one of several battleships begun or completed at the New York Naval Shipyard. (As you will recall, that was the point of the story.)

BB 57, on which you served during World War II, was built at Camden, N. J. Her keel was laid in 1939, and she was commissioned on 20 Mar 1942. She is now in the Atlantic Reserve Fleet. All clear, now?—Ed.

## Geneva Conventions I.D. Card

SIR: My letter deals with the Geneva Conventions Identification Card. Many persons are of the opinion that the card should be issued each man only upon deployment of the ship — and placed in his service record when the ship returns to the continental U.S.

Others, however, maintain that the card should be issued to a man upon receipt of orders directing transfer to a ship or overseas activity. He then retains the card until return to continental shore duty.—J.T.B., YNC, USN.

• The Geneva Conventions Identification Cards should be issued to a person upon receipt of orders directing transfer to a ship or overseas activity. It should be retained by him until he reports to shore duty in the U.S. At that time it will be placed in his service record.

It is realized that practice in the Fleet varies from the foregoing. A forthcoming change to the "BuPers Manual" will clarify the instructions for preparation and issue of the card.—Ed.

## Name Change

SIR: When authorization is received from BuPers to change an enlisted man's name in his service record, is the new name entered on all pages in the service record?

Or, should the new name be shown only on the enlistment contract and on pages 3, 4 and 11?—J.S., YNC, USNR.

• All service record pages should bear the new name. Since a service record is the official record of one person, such a record could not be correct if it contained two names.

The same practice is followed not only for men, but also in the case of Waves who change names through marriage.—Ed.

## Transferred for Separation

SIR: I have a question concerning enlisted men who are detached from their permanent duty station and ordered to a separation activity for processing. In such cases, are those being transferred entitled to proceed time?—L.N.M., YNC, USN.

• Only upon transfer from one permanent duty station to another permanent duty station may proceed time be granted to enlisted personnel. Since those being transferred for separation are to have no new permanent duty station they are not entitled to proceed time.—Ed.



### Dislocation Allowance

SIR: A while back I received orders to report to Pearl Harbor for a normal tour of overseas shore duty. At that time I was serving in a destroyer homeported at Long Beach, Calif., which was later deployed to WESTPAC.

When I received the orders, my dependents were visiting relatives on the island of Molokai, Hawaii—though their residence continued to be Long Beach, for they planned to return there.

Upon receipt of orders aboard the destroyer I was informed that I would go directly to Pearl Harbor from WESTPAC. So I told my dependents to remain in Hawaii, as there was no point in returning to Long Beach.

After my dependents arrived at Pearl Harbor I applied for dislocation allowance. I was informed that I was not eligible because my dependents had not been at Long Beach.

Could you give me any advice on this?—W.E., SK1, USN.

• *Your case appears to be rather unusual. From what you say, there is a possibility that entitlement to a dislocation allowance may exist in your case.*

*Not all cases are clear-cut, and sometimes disbursing officers have to go to a higher authority for a decision.*

As Par. 4002.2 of "Navy Travel Instructions" points out: "When the circumstances of travel in a particular case create reasonable doubt concerning any amount which may be payable, the claim of a Navy member, complete with supporting papers, will be forwarded for settlement to the Navy Regional Accounts Office, Washington 25, D.C."

*In view of this, you might try putting in another claim.—ED.*

### Waiting for those Orders

SIR: I have been waiting for shore duty orders for more than two years now. My sea duty commencement date was January 1949. I have designated "anywhere," First Naval District (No. 1 preference—Newport, R.I.) as a choice.

Is there any possibility of ascertaining even the calendar year in which I might expect assignment ashore. The way it looks now, I may retire at sea waiting for orders that never come. I may be wrong, but it seems as if 13 years at sea should put me fairly close to the top of the waiting list.

While I realize that it is extremely difficult to place everyone exactly where he desires to be, I would like to find out if possible, for planning purposes, if I have any chance of getting Newport, or some place in the First Naval District, any time in the near future. —W.A.K., GMCA, USN.

• *Under Seavey, as it is intended to work, and indeed as it does work the vast majority of the time, all Navymen on a particular segment should be, and*



FIRE ONE—USS Canberra (CAG 2) lets loose with a Terrier guided missile from her stern launcher while on a training exercise in Atlantic waters.

*are, assigned to shore duty before anyone from the following segment. In other words, everyone on segment 1-59 should be ordered ashore before anyone on segment 1-60.*

*Unfortunately, this is not always possible. Some Navymen with particular qualifications are needed ashore at an accelerated pace, thus depleting the Seavey of people in those categories. When this happens, people with those particular qualifications from a following segment may be ordered ashore before other people remaining on a previous segment.*

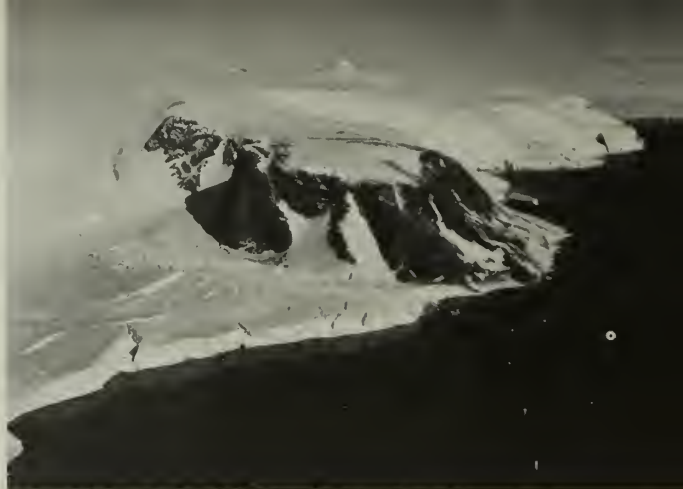
*You are on segment 1-58, and are*

*currently on the 1-6 (Recruiting) list. In essence you are number one on the list in view of your belonging to segment 1-58. Incidentally, you must have changed your choice fairly recently, since you don't appear on any previous monthly 1-6 listings.*

*Your first choice—anywhere First Naval District—will be relatively easy to give you. However, recent DOD limitations on the budget, which you probably have heard about, have thrown another monkey wrench into the works. They have affected the amount of travel money available to such an extent that the normal flow of Navymen*



HIGH FLYERS—LT H. L. Monroe (left) and CDR L. A. Heath, USN, stand by the A3J Vigilante in which they flew to the record altitude of 91,450 feet.



SOUTHERN SCENERY is snowy and spectacular. View (left) is Antarctic's Bellingshausen Sea, (rt) is Cape Hallett.

on Seavey has temporarily, at least, become severely limited. Whenever these restrictions are removed, you should be among the very first receiving orders to the area of your choice. It is highly probable that this will not be until after the beginning of the next fiscal year, that is 1 Jul 1961.

Here's another point to remember. You—and others—may be under the impression that length of sea duty determines your relative standing on the Seavey list. This is not so. Segment cut-off dates merely establish who is to be on the list. Relative standings are determined by the individual's active duty base date.—ED.

#### State of Legal Residence

SIR: What are the procedures, if any, which may be followed to establish residence in a state in which I don't live. My daughter would like to take advantage of the lower tuition rates for state residents at the state university she plans to attend.—R.R., CDR, USN.

• Your letter didn't make clear whether you ever lived in the state in question, or whether you ever intended to, or if you're interested in establishing a legal residence there for the sole purpose of taking advantage of lower college tuition rates. Most cases of this nature are decided on their individual merits, oftentimes in the courts—and that costs money.

However, in order to provide you with a more or less general reply, we took your question up with a legal officer in BuPers. Here's what he had to say on the subject:

Establishing a "legal residence" or domicile in a particular state requires two elements — (1) physical presence in the state, and (2) an intent to make that state one's home for the indefinite future.

Everyone starts out with the domicile of his parents. A domicile, once established, continues until a new one is acquired. It is not essential to having a particular state as a domicile that one

have a mailing address within that state. Voting within a state is one item of evidence indicating that the individual regards that state as his home. Voting is not conclusive of domicile, but the fact that one has voted in another state, after ceasing to reside in a previous one, may tend to defeat a claim that domicile has continued in the first one. The statement of "home of record" for federal administrative purposes is virtually meaningless as evidence of domicile, as this serves the purpose of establishing a place to which a serviceman may be transported at government expense on leaving the service. It may in some instances be a place where he lived only temporarily, and occasionally a place where he has never been. It may or may not be a factor in establishing a legal residence.

Dealing as specifically as possible with your particular question, the best case which you could make for having a domicile in the state you want to declare as your residence would be to show that you were born there, have always maintained a mailing address there, and have consistently voted in the precinct in which that mailing address is located. Next best would be to show that, although you were born and reared elsewhere, you have bought a home in this state which you still maintain, you and your family lived there for a period, joined a local church and other community organizations, voted there then and since have not voted elsewhere, and you expect to return there when you are separated from the service.

One or more of these elements may be lacking, but if too many of them are, the state may refuse to determine administratively that you are domiciled there. In that case you would be forced to go into the courts to establish your entitlement to whatever benefits you were seeking. In some instances the value of the benefit sought would not warrant the cost of litigation that might be required to obtain it.—ED.

#### Questions on Dogging the Liberty Sections

SIR: When a ship is on three-section liberty, which day of the week should it be dogged and what is the best way of dogging the sections?—D.N., SF1, USN.

• How the sections are rotated and on what day the rotation is altered to

give each section an equal number of long weekends is up to the CO or exec.

Here is the way many ships rotate liberty sections on a three-section basis. In this case the dogging takes place on Monday. It would work just as well any other weekday, however.—ED.

LIBERTY SECTION

S	M	T	W	T	F	S
1	2	3	4	5	6	7
3	2	3	1	2	3	1
8	9	10	11	12	13	14
1	3	1	2	3	1	2
15	16	17	18	19	20	21
2	1	2	3	1	2	3
22	23	24	25	26	27	28
3	2	3	1	2	3	1
29	30	31				
1	3	1				



Arrivals and Departures

SIR: In your reply to LT R.J.L., USN, in the October ALL HANDS (Beeps, Gongs, and Bells) you gave several details about sounding the gong on the arrival and departure of officers. It seems to me that you left part of his third question pretty much unanswered, the part reading: "What is the proper phraseology of the word to be passed with the beeps . . ."

Article 411 of DNC-27 (U.S. Naval Flags and Pennants, Descriptions, Uses and Customs) indicates that the following terminology should be used for announcing arrivals and departures of senior officers:

- Officer or Official
- The President or Vice President of the U.S. . . . . "United States"
- Secretary of Defense, Deputy or Assistant Secretary of Defense . . . . . "Defense"
- The Secretary, Under Secretary, or Assistant Secretary of the Navy . . . . . "Navy"
- Chief of Naval Operations, Vice Chief of Naval Operations . . . . . "Naval Operations"
- Fleet or Force Commander . . . . . "Fleet" (or abbreviation of administrative title)
- General Officer . . . . . "General Officer"
- A Chief of Staff . . . . . "Staff"
- A Flotilla Commander . . . . . "(Type) Flot (number)"
- A Squadron Commander . . . . . "(Type) Ron (number)"
- A Division Commander . . . . . "(Type) Div (number)"
- A Marine officer commanding a brigade . . . . . "Brigade Commander"



HOMEWARD BOUND—USS Little Rock (CLG 4), a Talos missile ship, returns to Philadelphia after a successful two-month training cruise in the Caribbean.

A commanding officer of a ship "....." (Name of ship)  
A Marine officer commanding a regiment "Regimental Commander"  
Thus, COMSUBPAC coming aboard would be announced as "SUBPAC Arriving." COMDESRON 14 leaving the ship would be announced as "DESRON One Four Departing." CO USS Stormalong coming aboard would be announced as "Stormalong."  
There has been a lot of confusion along these lines in the matter of correct phraseology and I feel sure that ALL HANDS could clear some of it up by publishing the above table.  
One last point. You stated that "... the word 'staff' may be used for senior officers." According to DNC-27, "staff" would be used only for a chief of staff.  
—D. C. Graham, SMC, USN.  
• Thanks for straightening out that point. We were interested to note, however, while checking up on your com-

ments through DNC 27, that there appears to be some confusion over the original question, which, as you may recall, concerned the use of the chemical (or gas) alarm as a means of passing the word.  
Although, as we stated in the October ALL HANDS, NWP-50 and NWIP-51 would suggest that the chemical alarm should not be used for passing the word, Article 412 of DNC-27 states: "For the benefit of officers on board who need to know, the OOD should indicate the arrival and departure of Commanders, Chiefs of Staff, and Commanding Officers as follows: (a) Over the loudspeaker system, sound the boat gong, special gong, or gas alarm (as specified locally) in groups of two, corresponding to the number of side boys to which the officer is entitled..."  
It would appear that the saving phrase here is "as specified locally." In other words, what CO says, is it.—Ed.

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**MEMPHIS SALVAGE MEN**—Battleship *USS New Hampshire* was sent to salvage *USS Memphis* in December of 1916. Left: Electrical gang of *USS New Hampshire* help with salvage. Right: Battleshipmen explore the nearby jungles.

### Remember Gunboat Castine?

SIR: Various Letters to the Editor (October 1959, April 1960 and September 1960) have discussed the loss of *uss Memphis*. I am surprised, however, that no mention has yet been made of another U.S. Navy ship that was also riding at anchor in the harbor of Santo Domingo (now Ciudad Trujillo) that fateful day, 29 Aug 1916.

The ship was the little gunboat *uss Castine*.

At the time the tidal wave disturbance was first noticed, *Castine* was lying at anchor inshore of *Memphis*. While *Memphis* was dragging her anchors and trying desperately to build up a head of steam, little *Castine*—grossing 1177 tons—was battling her way to the open sea and safety. At times the seas completely enveloped the ship, and she was entirely lost from view as she struggled for her very life.

Three crewmen were lost in the struggle. All her boats were carried away. Her radio antenna went by the

board. The force of the waves denuded her upper decks, sweeping all deck gear to sea. *Castine* shipped tons of water, and her lower decks became flooded. But she did survive.

Back to *Memphis* for a post-mortem item: In December 1916 the battleship *New Hampshire* was ordered to Santo Domingo for salvage and other such duty as might be required. We enjoyed our duty in the Dominican Republic. I remember we used to play inter-division baseball on the mesa adjacent to the rusting hulk of *Memphis*. We had swimming parties on the sandy stretch of beach, liberty in the city and an occasional trek into the interior.

In general, we had a fine time. But the visit was soon to end. In February 1917, after diplomatic relations with Germany had been broken off, *New Hampshire* was ordered into a war-time status, and under cover of darkness she slipped out of the harbor—eventually to join the Grand Fleet.

*Gunboat Castine*, too, was to head for European waters. — R.R. Myers, EMC, USN (Ret.).

• *From all the evidence, Castine, though small, was quite a ship.*

*Named for a city in Maine, she was 204 feet in length and carried eight 4-inch guns, four 6-pounders and one Gatling gun. She was commissioned 22 Oct 1894 at the New York Navy Yard and decommissioned at New Orleans, La., 28 Aug 1919.*

*Castine completed her Caribbean duty early in 1917 and then headed across the Atlantic. The greater part of her World War I service consisted of duty with the Allies' Gibraltar Patrol Force.*—ED.

### Credit for Earned Leave

SIR: Considerable disagreement has arisen among the officers here concerning the "accrued leave due" block on the Officer Leave Request and Authorization (NavPers 2644).

What should go in this block, leave credit as of 1 July of the current fiscal year, or earned leave credit as of any given date during the year?

The *BuPers Manual* doesn't furnish a definition of accrued leave nor can I find any specific instructions for the preparation of the NavPers 2644.—W.H.O., YNCS, USN.

• *Earned leave credit as of any given date during the year should go in that block.*

Apparently you still have the old forms (New 4-58). The more recent ones, which were revised in March 1959, may be easier to understand. The accrued leave block has been changed to "earned leave due." The old forms may still be used, but the new ones are now being issued.

With the revised wording in the block in question, the information to be entered on the form is more clearly defined in the "BuPers Manual." Article C-6103.3 explains earned leave as "the term used to describe the amount of leave standing to an individual's credit as of any given date."—ED.



**LAND SAKES**—*USS Memphis* looked like this after being driven on the beach by a tidal wave in the harbor now called Ciudad Trujillo, in August 1916.





GUIDED MISSILE sub USS Tunny (SSG 282), packing Regulus guided missiles, returns to Pearl Harbor after patrol.

### Gold Lace for POs

SIR: The November 1960 issue of ALL HANDS carried a letter to the editor on continuous active duty which quoted *Uniform Regulations* on gold lace service stripes for qualified CPOs.

Where can I find authorization for the wearing of these stripes by first and second class petty officers?—M.B.K., YN2, USN.

• Article 0767 of "Uniform Regulations" states that service stripes and eligibility requirements for these stripes are same as prescribed for CPO's.—ED.

### Sword, Swashway and Rushmore

SIR: I have served on board USS Rushmore (LSD-14) and was interested to note that the 1958 edition of Jane's *Fighting Ships* also refers to her as ex-Sword and ex-Swashway.

I know she was intended for British use as *Sword* but I am in the dark concerning the name *Swashway*. Can you shed any light?—R.S., RD2, USN.

• We found other references to ex-Sword, ex-Swashway but not a real explanation of the double-ex. You are correct in your information regarding the ship's intended use by the British. The consensus is that the British originally selected the name *Sword* and later changed it to *Swashway*. However, the ship ultimately was commissioned by the U.S. Navy as USS Rushmore to honor the South Dakota site of the sculptured heads of Washington, Jefferson, Lincoln and Theodore Roosevelt on Mt. Rushmore.

Rushmore led an active life. She first saw action at Leyte in October 1944. The only untoward event during the landings involved the ship's mascot—a brown and black puppy named Rush. Rush broke his left hind leg in a jump from the lap of a crew member to the deck. The ship's doctor repaired the leg and Rush was taken ashore for the first time at New Guinea on Thanksgiving Day and introduced to his first tree—a stately coconut palm.

In 1945, Rushmore was making runs between islands of the South Pacific and

took part in assault operations at Palawan and Zamboanga. On 1 May her charmed life again came into play. While in the Dutch East Indies (now Indonesia) at the invasion of Tarakan Island, a torpedo was sighted heading her way. The lookouts barely had time to pass the word when the torpedo struck—and glanced harmlessly off the hull without exploding.

Later the same month, she proceeded to Samar where she took a 137-foot captured Japanese cargo transport submarine into her well for transportation to San Francisco.

Her crew arrived in Japan in September 1945 when she transported the 1059th Port Construction and Repair Group to southern Honshu.

### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS MAGAZINE, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• USS Enterprise (CVS 6)—a reunion is scheduled for 27, 28 and 29 July, in Washington, D.C. For further information, write to Joseph Deigh, 3750 Jason Ave., Alexandria, Va.

• USS South Dakota Veterans' Association of World War I—The 40th annual reunion of the World War I crew will be held at Portland, Ore., on 8 April. For more details, write to Carl H. Hagglund, 2519 N.E. 59th Ave., Portland 13, Ore.

• USS Langley—All officers who served on board USS Langley and who are interested in holding a reunion in Pensacola, Fla., in June 1961, during the celebration of the 50th anniversary of Naval Aviation, may write to R. L. Merkel, M.D., 302 National Reserve Building, Topeka, Kan.

She was inactivated at Yorktown, Va., in May 1946 after having traveled approximately 88,000 nautical miles, and was mothballed at Pascagoula, Miss.

The Korean conflict brought Rushmore back into active service, during which she has logged well over 160,000 miles ranging the Atlantic and Mediterranean and taking part in Caribbean exercises, Reserve cruises and regular Arctic trips to resupply DEW-line bases. The latter duty became an annual Rushmore assignment, for which her hull was ice-strengthened. Only the icebreakers could match Rushmore's six consecutive summers of Arctic experience from 1953 to 1958.

One of Rushmore's more interesting assignments came in May 1954 when she was U.S. Navy representative in ceremonies at Istanbul, Turkey, on the occasion of the return of various small Lend-Lease vessels from the USSR. Rushmore returned these vessels to the U.S. in her well.

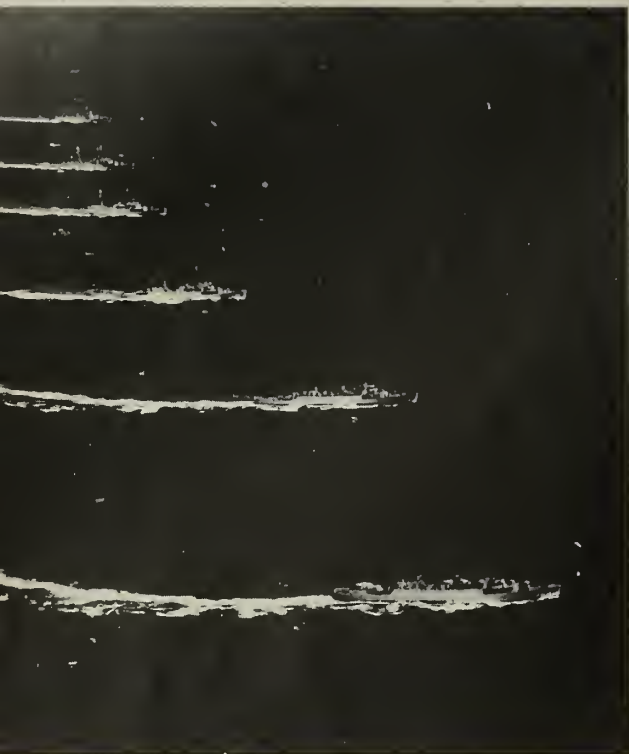
What happened to mascot Rush? He saw his ship safely through World War II but was lost or stolen in Portland, Oregon, in 1946. However, on Christmas Eve, 1958, Rushmore's sponsor presented the crew with Rush II, a worthy successor to the original.—Ed.

### Loans for College Education

SIR: I joined the Navy in January 1957, and I plan to attend college after I am discharged. Since I am not eligible for GI Bill benefits, is it possible to obtain a government loan of any kind for educational purposes?—F. M. S., PN2, USN.

• The National Defense Student Loan Program, which is administered by the Department of Health, Education and Welfare, makes such loans. They are available to needy undergraduate and graduate students on reasonable terms to complete their higher education.

Further information about this program may be obtained from the Commissioner, Office of Education, U.S. Department of Health, Education, and Welfare, Washington 25, D.C.—Ed.



# Offensive Potentiality

*The following report was passed on to us by the Office of the Chief of Naval Operations. It brings up a subject which you may have discussed yourself in fantail sessions, and it's a matter about which people outside of the Navy may question you—as an expert on the sea service. What are “defensive” and “offensive” naval actions? What is the Navy’s role? This will help you get the answer.*

FROM TIME TO TIME we in the Navy hear our ships and aircraft, and their weapons systems referred to as “defensive” forces. We hear this from members of the other services and civilians alike.

Although such a connotation may have stemmed from the age-old reference to the Navy as the nation’s first line-of-defense, it clearly evidences a misunderstanding that exists outside the Navy regarding the offensive nature of most naval combat operations and the role of our ships, aircraft and weapons systems. Everyone in the Navy shares the important responsibility of being able to speak intelligently and sincerely about what others may call our “de-

fensive” forces, but which are in fact, “offensive” forces.

In war, the Navy does not wait for an enemy to come to our shores. We seek him out in his homeland or wherever he may choose to hide: on, in, or near the seas. In peace, the Navy deploys its ready forces toward the frontiers of our potential enemies or in other distant areas chosen to thwart those nations who, by their own intentions or at the suggestions of others, would disturb the peace of the world.

True, the Navy by its actions defends the United States, as do our sister services, but in war, it is the offensive operations by our Fleets that project the power and determination of the American people into the homeland of our enemies.

With regard to the weapons systems with which our ships and aircraft are armed, there are very few which can be categorized as only offensive or defensive. Whether they are offensive or defensive depends upon what we do with the weapons systems and what the enemy does in countering the weapons systems.

For example, if any weapons system in the Navy could be classified as defensive, most people would clas-

sify mines as a defensive weapons system. Those same mines laid in an enemy harbor to destroy enemy ships as they depart from their own harbor are just about as offensive as it is possible to get.

Our naval aircraft are fitted with air-to-air missiles. If one of these aircraft is flown over enemy territory seeking engagement with the enemy to shoot down enemy planes, it is certainly being used offensively and could well be called an offensive missile system.

If this same aircraft were used in the United States to shoot down enemy aircraft attacking the United States, it could be labeled a defensive weapons system. If the aircraft were used at sea with a task force, and was attacking an enemy territory to destroy enemy war capabilities, it would be an offensive weapons system. If the same aircraft were used at sea in the same spot, to defend itself from an attack by an enemy aircraft, it could be considered as a defensive weapons system.

However, since the whole task force was put in position in order to attack the enemy, the operation as a whole would be offensive. The ques-





# —Defensive Capability

tion of whether the aircraft is purely a defensive or purely an offensive weapons system cannot be categorically determined.

Whether a weapons system is used in offense or defense is dependent on the action by the force in which it is deployed.

A Fleet striking an enemy is on the offensive. It puts itself up against the enemy. It seeks the engagement. It puts itself in a position in which it can destroy enemy capabilities to continue to fight. The enemy must defend himself against this Fleet. The whole Fleet is on the offensive. It compels the enemy to defend himself and as a result all the weapons systems in the Fleet take part in the offensive action.

This is what happened when we struck Japan with our Fleets during the last war. The enemy is on the defensive and he will use all of the weapons systems which he possibly can to destroy all the units engaged in our offensive. The enemy must seek out and try to destroy our ships, and he will do this with submarines and missiles and aircraft and everything else that he has. We will shoot down his aircraft, for example, as they try to defend his area. We will

shoot down these enemy aircraft with fighters, with surface-to-air missiles, with air-to-air missiles and with anything else we have, including guns. The enemy is on the defensive. We are on the offensive. All the enemy's weapons systems used against that Fleet would be defensive weapons systems and all the weapons systems our Fleets used against the enemy would be offensive weapons systems. *The point is that a weapons system cannot usually be classified as an offensive or a defensive weapons system.* Operations, on the other hand, can frequently be classified as offensive or defensive.

Naturally, there are a few exceptions to both of these statements. It probably would be better to classify systems as passive or active. Systems that are passive are generally used in defensive roles whereas most active systems can be used either on the offensive or on the defensive.

The difficulty in distinguishing between offensive and defensive weapons systems is not restricted just to the Navy. A rifle in the hands of a Marine is offensive or defensive depending upon the use, not to

which the rifle is put, but the use to which the Marine is put.

It is important not to lose sight of the flexibility that is inherent in our naval forces. This flexibility permits a discriminating and sensible choice in how we do those jobs for which the Navy is responsible.

Without performing acts of aggression in peace, or infringing on the sovereign rights of other peace-loving nations, the Navy stands ready, far from the shores of the United States, to strike at the sources of overseas threats to our national security, if need be, but fundamentally to preserve the peace.

The offensive capabilities that are inherent to our combatant ships and aircraft, and to their weapons systems, establish the Navy's key contribution to the important responsibility we are privileged to share with our sister services—the defense of the United States against all foreign aggression.

The Navy's offensive approach to this defensive responsibility remains as it was so ably expressed by John Paul Jones in 1778—"I wish to have no connection with any ship that does not sail fast, for I intend to go in harm's way."

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**BEST ENTRANCE TOO**—Many Navy and Marine Corps helicopter pilots should recognize this view of the main gate leading to Ellyson Field, Pensacola, Fla.

## Copter College

Alma mater for Navy, Marine Corps and Coast Guard helicopter pilots is Helicopter Training Squadron Eight (HT-8), based at Ellyson Field, Pensacola, Fla.

More than 5100 students have received their helicopter-pilot designations at the field. Among these are 15 Navy captains and 30 Marine colonels. Eight of the former have gone on to duties as commanding officers of amphibious assault ships (LPHs) while a number of the latter became commanders of Marine Air Groups.

The squadron celebrated its 10th anniversary just a couple of months ago. Copters used in training are the HTL, HO4S and HUP. Some of the squadron's students are brand new; others are veteran Fleet pilots.

Copters from the field gained fame in mid-1954 when they assisted civilian authorities in fighting forest fires and in apprehending fire bugs in the local pine forests. The following year the squadron was rushed to flood-stricken Honduras and to Tampico, Mexico. Lives were saved by the training copters and a baby was born in one of them. The copters carried supplies to areas too remote to be supplied by other means.

HT-8 has an excellent safety record. During fiscal year 1960 there were but two accidents in more than 40,000 flying hours. Over 138,000 hours have been flown since the last helicopter fatality.

Ellyson, the squadron's field, carries the name of CDR T. G. Ellyson, USN, the first man to be designated a Naval Aviator.

## Glass Case for Polaris

The Navy's new *Polaris* (A-2), a 1500-nautical mile missile which was launched recently from Cape Canaveral, used a new high-performance, glass-case, solid-propellant rocket motor that has taken 10 years to develop.

The radically new second-stage motor gives the *Polaris* (A-2) missile increased range and payload capabilities over the now operational A-1 missile.

Until now, all rocket chambers for military applications have been made of steel or aluminum. The new material, however, consists of continuous glass filaments surrounded by a flexible resin. The new process is important because it is simple, flexible, less expensive, and more easily produced than are earlier types.

Navy engineers use these lighter and stronger materials to lower the weight of the inert parts of the missile. Attempts to use metals at very high strength levels for rocket chambers have been unsuccessful. The successful use, for non-military application, of fiberglass-reinforced plastic in the *Vanguard* third-stage rocket motor, provided background data which led to the use of glass in the *Polaris* missile.

## Deep Sea Ship

U. S. Navy LT Don Walsh and civilian scientist Jacques Piccard have ridden the bathyscaph *Trieste* down to the lowest known point in any ocean—some 35,800 feet deep in the Marianas trench—and the lessons they learned in this and numerous other underseas excursions over the past two years add up to a number of changes now being incorporated into the craft.

Re-engineering and re-outfitting, aimed at readying *Trieste* for a new series of explorations, is being carried out at the Naval Electronics Laboratory, San Diego.

Chief alteration involves the installation of a new gasoline leading manifold, which will simplify and speed up the taking on of the more than 33,000 gallons of gasoline required for buoyancy. It replaces the former cumbersome process whereby gaso-

## YESTERDAY'S NAVY



On 9 Feb 1943, after six months of fighting, organized Japanese resistance on Guadalcanal officially came to an end. Between 13 and 15 Feb 1864 the sternwheel steamer, *USS Forest Rose* repulsed three attacks by Confederate troops on the Union-held town of Waterproof, La. On 16 Feb 1804 LT Stephen Decatur led a successful raid into Tripoli harbor to destroy *USS Philadelphia* before the Barbary pirates could put that valuable prize to use. On 17 Feb 1755 Commodore Thomas Truxton, skipper of *USS Constellation* during the war with France, was born in Jamaica, Long Island.



line was loaded through seven different inlets, each leading to a separate tank.

Other modifications to *Trieste's* cigar-shaped float section include the addition of a catwalk or grating, and a new paint job with a type of white paint expected to prevent excessive fouling.

### Springfield Takes Over

The *Terrier* surface-to-air missile-equipped cruiser *uss Springfield* (CLG 7) became the first guided missile flagship of the U. S. Sixth Fleet recently, when she relieved the heavy cruiser *Des Moines* (CA 134) in the harbor of Palermo, Sicily.

In taking over the chores of the veteran *Des Moines*, which had been Sixth Fleet flagship a record 33 consecutive months, *Springfield* became the nerve center of a Fleet of some 50 ships—including three attack aircraft carriers — and approximately 30,000 men.

Originally commissioned in 1944, *Springfield* (named both for the "Home of Lincoln" in Illinois and the "City of Homes" in Massachusetts) was taken out of mothballs last year, and a reconversion program has made her virtually a new ship. Rebuilt specifically to serve as a flagship, her current assignment is her first since her recommissioning.

Six hundred and ten feet long, and carrying a crew of about 1000, she is powered for speeds in excess of 30 knots. Her one launcher holds two of the supersonic, all-weather, solid rocket propelled *Terrier* guided missiles at one time.

Commanded by CAPT Francis D. Boyle, USN, she is homeported at Villefranche, France.

For *Des Moines*, scheduled to remain with the Sixth Fleet for a spell, her return to the U. S. late in February will mark the end of almost 160,000 miles of travel around the Mediterranean since her current tour as flagship began in March 1958. First assigned as Sixth Fleet flagship in 1950, she also filled that post during parts of 1951, '52, '53, '54, '55 and '56, and has carried the flags of nine different Sixth Fleet commanders.

She has visited virtually every country bordering the Med, participated in numerous exercises with NATO and other friendly nations, embarked President Eisenhower on a portion of his tour of world capitals, and took part in the Lebanon and Jordan operations.



WATER TAXIMEN of Villefranche are welcomed aboard *USS Des Moines* (CA 134). Rt: Commander Sixth Fleet greets members of Water Taxi Assn.



### Water Taxi Skippers Welcomed by Sixth Fleet

About 70 years ago, when U.S. Navy flagships were first becoming a familiar sight in the harbor of Villefranche on the French Riviera, a small group of local fishermen organized a water taxi service to supplement the ships' liberty launches.

Now one-cylinder, six-passenger fishing craft, the water taxis have proved to be a great convenience to the crew of *uss Des Moines* (CA 134), Sixth Fleet flagship, during the 33 months the big cruiser has been homeported at Villefranche.

CAPT D. C. Lyndon, CO of *Des Moines*, in showing the appreciation of his ship's company, invited 30 water taxi skippers to tour

his ship. It marked the first time the skippers had visited the ship as a group.

VADM G. W. Anderson, Jr., Commander Sixth Fleet, and Captain Lyndon, in welcoming the French visitors aboard, expressed the gratitude of all the Sixth Fleet Navymen who had, through the years, used the water taxi service.

Rich in tradition, the water taxi fleet has established its own by-laws. A fee of 100 francs (22¢) per man is charged for transportation to and from the Fleet landing. Each night the fees are gathered up and divided equally among the water taximen. A portion of the water taxi fleet's over-all income is also set aside for retired members.

### 'M' Frame Is Boomed

The array of booms and masts that have long identified the cargo ship may have reached the end of their usefulness.

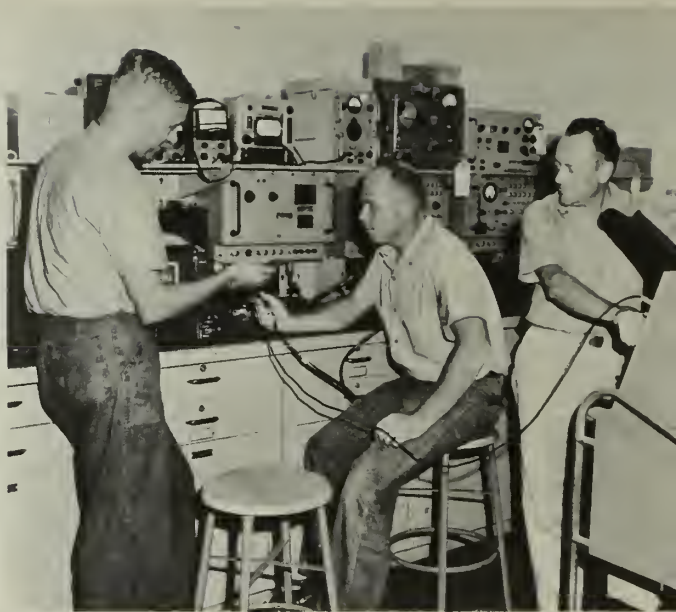
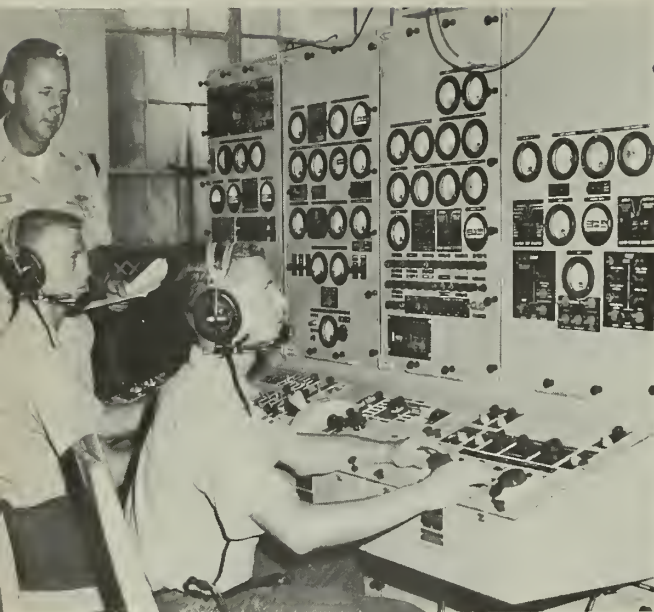
A new replenishment-at-sea system which uses an "M" frame has been developed by the San Francisco Naval Shipyard. It may replace the booms and masts in years to come.

The "M" frame is a literal description. It is low, and has a sliding block-and-ram tensioner that reduces weight and cost while increasing cargo handling efficiency.

During a six-week testing period, the equivalent of two years of normal replenishment at sea was done by the reefer *uss Aludra* (AF 55)

and the ammunition ships *uss Fire-drake* (AE 14), *Mount Baker* (AE 4), and *Haleakala* (AE 25). A demonstration was also held for CNO representatives during which *uss Vega* (AF 59) and *Haleakala* operated together for two days and nights. The ships transferred many different kinds of cargo under varied sea conditions.

At the conclusion of the two-day demonstration, the CNO representatives commented that the "M" frame had operational capabilities equivalent to the counterweight system used on most AEs, yet far superior in ease of hookup, flexibility of operation, emergency breakaway, simplicity of design and economy of space and weight.



MISSILEMEN STUDENTS operate dials of control boards, and (rt), check out controls for a simulated missile flight.

### Regulus Missile School

A newcomer to the Submarine Base, Pearl Harbor, is the Navy's *Regulus* Missile School. Before its move in mid-1960, the school had been located at the Guided Missile School, Dam Neck, Va.

Training hardware valued at \$200,000 was shifted during the move. Included were a cutaway model of a J-33 turbojet engine, a mock fuel system, a dummy hydraulic wing setup, and a complete landing gear assembly.

The school trains officers and enlisted men in the theory, operation and maintenance of the *Regulus* missile and weapons system and provides the Fleet with missile officers for *Regulus* missile cruisers or guided missile submarines. At the school, technicians learn details of the *Regulus I* missile, with emphasis on ordnance, electronics and propulsion matters.

Three courses are taught. The six-week Surface-to-Surface Course is available to officers ordered to *Regulus* missile cruisers, guided missile submarines and various guided missile shore activities. Here they learn the steps needed for launching and controlling the missile—and what to do if a casualty occurs to the "bird."

The Guided Missileman Class "C" Course is 10 weeks in length. It is adapted to teach graduates of the Class "A" Guided Missile School.

Covered in this course are the basics of the guidance system, the propulsion methods, the maintenance

of the airframe, the hydraulics system, the fueling methods, radio command guidance and radar command guidance.

The Ordnance and Propulsion Course is six weeks long, and provides training for guided missilemen, torpedoman's mates, enginemen, gunner's mates, and electrician's mates serving with units conducting *Regulus* missile operations or having facilities for maintenance of the missile.

Quotas for the school are controlled by Commander, Submarine Squadron One. The instructors are members of Guided Missile Unit 10, at Pearl Harbor.

Senior instructor is Chief Guided Missileman W. H. Lyons, USN. He has been in the guided missile program since 1951. Chief Engineman J. B. Mahin, USN, another instructor, has been in the program since 1949, when he worked on the *Loon* project. Most of the instructors have been in the *Regulus* missile program since its start.

On 15 Jul 1953 the *Regulus* was first launched successfully, from USS *Tunny* (SSG 282). More than 1000 *Regulus* launches have since been made.

— Bill Neal, JO2, USN.

### Guided Missile Destroyers

The Navy has ordered two more guided missile destroyers from a Seattle, Wash., shipyard.

Their cost, according to Navy officials, will be about one million dollars per ship less than any previ-

ous guided missile destroyer.

The two DDGs, part of the Navy's 1961 shipbuilding program, will be armed with *Tartar* surface-to-air missiles, antisubmarine rockets and torpedoes and conventional five-inch guns. Their armament, and communications, radar and sonar equipment will fit them for a role in anti-submarine warfare, air defense and amphibious operations.

### Land-Based Polaris Launcher

A new feature at the Guided Missile School, Dam Neck, Va., is its land-based *Polaris* launcher. Functionally, it is a duplicate of the launchers carried by the Fleet ballistic missile submarines.

Shipped to Dam Neck from the West Coast, the launcher had previously been installed at the San Francisco Naval Shipyard. Construction at Dam Neck covered a seven-week period, at the end of which five successful firings were made.

The test firings consisted of two "no loads" and three *Sabot*-less operations, each of the three using a load of 3200 gallons of water. (A wooden plug is used in a *Sabot* firing.)

The brunt of the work was done by riggers from the Norfolk Naval Shipyard. For a while the riggers faced what seemed quite a problem—the handling of the inner and outer tubes. The former weighed nine tons and the latter weighed 40 tons. They solved it by setting the



outer tube in an upright position and then, with a very tall crane, inserting the inner tube into the outer tube.

### Floating Labs

Two floating laboratories will soon be exploring the ocean's depths in search of ways and means to improve the Navy's antisubmarine warfare techniques.

To be known as Oceanographic Research Ships AGOR, they will be built in Sturgeon Bay, Wis. Each will be 208 feet long, and have a full-load displacement of 1370 tons.

They will have scientific laboratories and equipment aboard to study the ocean and its effect on sound transmission; test the environmental effects of the ocean on scientific and naval instruments, and gather background information. Special seakeeping and handling qualities to be built into the two ships will make them capable of very quiet operation.

MSTS will operate the ships, which will be manned by civilian crews.

### The Searchers

Perhaps the most aptly named ships in the Navy are the radar picket ships—*Lookout*, *Vigil*, *Skywatcher*, *Outpost*, *Investigator*, *Guardian* . . . these are the names of some of them.

The AGRs form a key part of the electronic wall of defense maintained off our coasts. One of the eight ships of Radar Picket Squadron Two (homeported at the Construction Battalion Center, Davisville, R.I.) is *uss Searcher* (AGR 4).

*Searcher* and her sister ships, according to her CO, LCDR R. T. Bailey, usn, detect all aircraft flying across the Atlantic and inbound to the U.S. When detected, these aircraft are reported to a SAGE (Semi Automatic Ground Environment) headquarters, where the data is processed into a computer.

The data is then displayed and the reported aircraft evaluated as *friendly* or *unknown*. *Searcher* and her sister ships operate throughout the worst North Atlantic weather, thus ensuring that this continent's aircraft detection range is extended many hundreds of miles to sea.

*Searcher* is also fully capable of controlling USAF fighters in strikes against enemy planes before they could reach the coastline. With this ability she can fill both an offensive and defensive role in the protection of our country.

The "AGR" designation is a fairly new one. Before 28 Sep 1958 they were "YAGRs," meaning ocean radar station ships. By dropping the "Y" they entered the auxiliary vessel category from the service craft category. AGRs are former liberty-hull cargo vessels (Liberty ships). They displace 3600 tons and are 441 feet in length.

*Searcher* and her crew of 133 enlisted men and 13 officers recently departed Davisville, bound for one of five observation stations somewhere in the North Atlantic between Nova Scotia and southern Virginia. She usually remains on station 30 days.

Because of the monotony connected with such duty, the ship is well provided with facilities for relaxation. Among these are a well-

stocked library, a gymnasium, a movie theater, a half-size basketball court and a hobby shop. In the berthing compartments each man has an individual bunk light and there is plenty of space between bunks. POIs and the CPOs have their own quarters. During summer months, *Searcher* men set up a swimming pool that features continually circulating salt water.

Everything detected by *Searcher's* electronic eyes is considered hostile until the massive SAGE computers report that the suspect is making a friendly premeditated appearance.

Should a hostile aircraft—any aircraft that has failed to file a flight plan—be sighted, the Air Force sends aloft land-based F-101, F-102 or F-106 fighter planes to determine if the suspect is flying off its flight plan or if it represents an actual threat against the U.S.

While on station, *Searcher* is under the operational control of the commander in chief of the North American Defense Command (NORAD). NORAD's net can, within 150 seconds of any initial enemy assault, elevate a blanket of weapons capable of destroying a large portion of the attacking force before it can reach target areas.

The Navy's role in NORAD began in 1955 when two radar picket squadrons were commissioned. Radar Picket Squadron One was based at Treasure Island, Calif., to extend radar coverage far off the West Coast. Radar Picket Squadron Two was based at Newport, R.I., to give similar coverage off the East Coast. Squadron Two later moved to the Construction Center at Davisville, R.I. — G. W. Terhune, JOSN, USN.



SEA WATCH—Crew members of USS *Searcher* (AGR 4) look for radar contacts in ship's Combat Information Center.



NEW MEMBER of Polaris-firing sub fleet, USS *Ethan Allen*, SSB(N) 608, hits the water during launching ceremonies.

## Submarine News

Move over, all you car manufacturers — the Navy's bringing out a compact model too. *uss Tullibee*, SS (N) 597, the nation's first compact nuclear-powered attack submarine, has joined the Fleet.

Designed specifically for detecting and destroying enemy submarines, *Tullibee* is operated by the smallest crew of any nuclear sub—just six officers and 50 enlisted men. Only 273 feet long, she displaces but 2600 tons. The radar picket submarine *Triton*, SSR (N) 586, by comparison, is 477 feet long, displaces 6000 tons, and has a crew of 175 officers and men.

Small as she is, however, *Tullibee* is thoroughly equipped for her job. A good share of her, including most of her bow, is crammed with more sonar tracking gear and other detection equipment than that carried by all U. S. submarines, combined, in World War II. As a result she is the first submarine to carry torpedo tubes amidships rather than in the traditional forward positions.

She contains yet another nuclear submarine first too—closed circuit television. Because of the lack of space for the crew to assemble, TV cameras and receivers have been installed to show movies.

*And while we're on the subject of submarines—here are some other recent newsworthy developments within the Silent Service.*

### • Record Qualifier

Peter Philip, Jr., ICFN, USN, has pulled off a stunt roughly comparable to completing a four-year college course in 18 months. A crew member of the New London-based submarine *Sarda* (SS 488), he quali-

fied in submarines in just two and a half months.

The complete criteria for award of a submariner's dolphins are far too lengthy to list here. Briefly, qualification involves gaining a complete knowledge of every moving part throughout the submarine, plus a working knowledge of the submerging and surfacing techniques to be followed in any general area of the ship. Normally, it's a task which requires at least six months to complete.

### • Flasher Memorial

The Submarine Veterans of World War II have launched a national fund drive aimed at collecting some two million dollars. With the money, they plan to erect a spectacular memorial to the submarine service and its dead.

One of the largest and most ambitious projects of this type ever undertaken by any veterans' organization anywhere, the memorial, as envisioned by the 6000-member Sub-Vets, will contain the submarine *uss Flasher* (SS 249), which distinguished itself in World War II by sinking more than 100,000 tons of enemy shipping; a submarine library; a restaurant; tourist facilities; an auditorium; a non-sectarian chapel; a souvenir shop; small boat piers; a large parking area; and the group's National Headquarters.

It will be built on a five-and-a-half-acre plot near the Gold Star Memorial Bridge in Groton, Conn.

### • 10,000th Dive

Back in 1914 a brand new U. S. submarine left Portsmouth Naval Shipyard and made its first dive. Since that time there's been a lot of water over the bridge.

There's bound to have been—now

16 years old, and one of the Silent Service's senior citizens, *uss Toro* (SS 422) has become the third U. S. submarine to complete 10,000 dives. (*Spikefish* and *Sarda* preceded her.)

Submarine experts claim that achieving the exclusive 10-grand mark is about the equivalent of driving an automobile half a million miles. An added note for the statistically minded: During the 10,000 dives, an estimated three and three quarter million tons of sea water have passed through *Toro's* flood ports — approximately the same amount that flows over Niagara Falls every nine minutes.

After that maiden dive in 1944, *Toro* managed to reach the Pacific in time to participate in two war patrols. In recent years she has served mainly as a training ship for Submarine School students at New London, Conn.

### • Assistance Center

The submarine force has long been famous for taking care of its own, and it plans to keep right on doing so in the case of the FBM submarines with their Blue and Gold crews.

Crew members of the Polaris-firing submarines, absent on long-submerged tours of oceanic sentry patrol, will be armed with the comforting knowledge that, should an emergency develop back home, help for their dependents will always be close at hand.

That help, be it financial or legal aid, or almost any assistance of an emergency nature, will be furnished by a newly established Personnel Assistance Center located at the Submarine Base, New London, Conn.

The PAC, staffed by a chief and first class yeoman, will also be able



to pass any important messages from dependents of Blue and Gold crew members to deployed ships.

- **English Hall**

A Fleet Ballistic Missile training facility which will furnish refresher training for Blue and Gold FBM crews has been dedicated and opened for business at the Submarine Base, New London.

Named English Hall, it honors the memory of the late Rear Admiral Robert H. English, who was commander of Submarine Force, Pacific, at the time of his death in 1943.

An oil portrait of RADM English, presented to the school by his widow at the dedication ceremonies, hangs in the building's foyer.

- **Subpac Memorial**

While the SubVets of World War II were getting a fund drive underway for their national shrine, the Pacific Submarine Force was dedicating a submarine memorial of its own at the Submarine Base, Pearl Harbor.

The Pearl Harbor Submarine Memorial sprung from the fertile imagination of Chief Torpedoman's Mate Robert (The Horse) Cornelius, USN, then attached to the SubBase, and since retired. Chief Cornelius was idly rummaging through a salvage pile on the Base one day, and discovered several bronze plaques which contained the names of submarines and crews lost during World War II. Why not, he thought, build a memorial to those lost ships and heroic submariners, based around plaques like these?

Both the idea, and the fund-raising appeal which followed, met overwhelming approval throughout the Submarine Force, and ground was broken for construction of the memorial in July 1960.

## **LPD — Amphibious Transport Dock**

Keel-laying ceremonies at the New York Naval Shipyard marked the beginning of construction of the future *uss Vancouver* (LPD 2). The second of a new type of ship-Amphibious Transport Dock—*Vancouver* will carry the name of a city in Washington. The first ship of the type is *Raleigh* (LPD 1), also being built at the same yard.

The LPD is designed to combine the functions of both an attack transport (APA) and an attack cargo ship (AKA). By incorporating certain design features that proved successful in the *Thomaston* class LSD (dock landing ship), it will not be



**NUMBER TWO**—This is an artist's conception of the second amphibious transport dock, *USS Vancouver* (LPD 2), under construction at N.Y. Naval Shipyard.

necessary for troops and their equipment to be separated, as they are now in AKAs and APAs.

Present difficulties in offloading troops and their gear over the ship's side will be eliminated by loading landing craft in the well and launching them through an opening in the ship's stern. Landing craft can be launched whether the ship is underway at slow speeds, or lying to.

Covering the well will be a deck that provides a platform for the large helicopters to be carried.

The ship's crew will number about 30 officers and 460 men. Displacing 8040 tons, the LPD will have a beam of 84 feet and a length of 521 feet. Four 3-inch/50 twin gun mounts will form her main armament. The LPD will carry nine LCM (6) landing craft and six troop-carrying helicopters.

Scheduled completion dates are March 1962 for *Raleigh* and June 1962 for *Vancouver*.

## **NUC for Two Ships**

The Navy Unit Commendation has been awarded to two ships—*uss Observation Island* (EAC 154) and *uss George Washington* SSB(N) 598—for their work in connection with the first successful firing of the *Polaris* Fleet Ballistic Missile.

Persons attached to or serving on board *Observation Island* during the period 3 Jan 1959 to 20 Jul 1960 are authorized to wear the Navy Unit

Commendation ribbon. For those attached to or serving on board *George Washington*, the eligibility period is 19 Jun 1959 to 20 Jul 1960.

*Observation Island's* citation, signed by the Secretary of the Navy, stated that the ship "brilliantly performed the necessary afloat flight tests and conducted complex and demanding operations in the essential fields of navigation, communications and telemetry. The timely and successful conclusion of the afloat flight test program achieved by this vessel expedited the availability to the United States of the most potent of deterrent weapons."

*George Washington's* citation, also signed by SecNav, pointed out that the ship, "as the first Fleet Ballistic Nuclear Submarine, tested the newly created Fleet Ballistic Missile System and developed the techniques necessary to successfully launch the first ballistic missile from beneath the ocean's surface."

It continued: "On the afternoon of 20 Jul 1960, *uss George Washington* demonstrated to the world a new weapon of deterrence and pioneered a new era of seapower when she dramatically launched these missiles of hope for humanity. The countless technical and operational problems associated with this complex and unique weapons system were promptly and competently solved by the officers, crew, and civilian technicians assigned to *George Washington*."



DRINK'S ON ME—A Navy supersonic F3H-2N Demon interceptor is refueled while in flight by an FJ-4B Fury.

### TAD to Outer Space

If they work it right, two Navy flight surgeons—LCDRs Glenn F. Kelly and Andrew W. Stevenson—may have the distinction of possessing the first set of travel orders directing them to outer space.

However, it will be strictly TAD, as their entire journey will be for a mere five days—hardly enough to get them more than a few light years away from the earth. No permanent change of duty station is contemplated.

They will take off from the Point Mugu headquarters of the Pacific Missile Range and when, at the end of the trip, they climb out of their capsule, they will find themselves right back where they started. To outside and objective observers, they will have never left the ground. However, as far as the new breed of astronauts are concerned, the trip will be for real.

The entire venture—strictly simulated—will take place in the Navy's new high-altitude partial vacuum chamber. The travelers will be kept at an atmospheric pressure equivalent to that of an altitude of 35,000 feet—about one-fourth the pressure at the earth's surface.

The most important objective of the experiment is to compute the tolerable artificial atmosphere for space travelers. Heretofore, experiments have shown that breathing pure oxygen at normal earth pressure for extended periods of time results in nausea and lung irritation. Experiments indicate that by reducing the atmospheric pressure by roughly three-fourths, pure oxygen apparent-

ly becomes tolerable to man.

If the men can effectively function in the partial vacuum of the space chamber, design complications will be lessened. The partial vacuum of the test capsule will exert a pressure of three-and-one-half pounds per square inch on the inside surface as opposed to 14.7 pounds per square inch at normal atmospheric pressure. If this partial vacuum is "physiologically acceptable," less reinforcing of a real space capsule will be necessary in order to keep it from flying apart from the stress of internal pressure while in the nearly absolute vacuum of outer space.

Monitors will observe the mental alertness and the ability of the men in the chamber to operate the controls that will remove carbon dioxide and body gases and keep the desirable amount of water vapor in the chamber's atmosphere.

The space chamber is entirely cut off from earth life. Although body functions of the men inside are completely monitored at all times and they are visible to their monitors, they cannot themselves see anything that is not in the capsule. The test is also expected to add considerably to our knowledge of the psychological ability of a man to adjust to complete confinement for an extended period of time.

### Bexar's Been Busy

A travelin' ship is *uss Bexar* (APA 237), a unit of the Amphibious Force, U.S. Pacific Fleet. She has returned to the Pacific Fleet, after a tour with the Atlantic Fleet.

*Bexar* claims to have been the first

U.S. Navy ship to participate in the delivery of United Nations forces to the Congo to help maintain the peace. In September, while serving with the U.S. Seventh Fleet, in the western Pacific, the big attack transport sailed for Djakarta, Indonesia. There she embarked the Garuda Dua Battalion of the Indonesian army.

Nine days later, with the ship's transit of the Panama Canal, operational control passed from the Pacific to the Atlantic Fleet. Following a brief stop in Capetown, South Africa, *Bexar* headed for Matadi, southwest of Leopoldville, on the Congo River. She then offloaded her embarked troops.

The return trip to the Pacific began when *Bexar* departed Matadi and headed for Lagos, Nigeria. Final African port to be visited was Monrovia, Liberia.

After departing Monrovia, *Bexar* cruised across the Atlantic to South America. Enroute to the Canal Zone she made goodwill stops at Port of Spain, Trinidad; and Cartagena, Colombia.

### Blueprints by Cable or Radio

A new high-speed facsimile system has been developed under the sponsorship of the Bureau of Ships to transmit microfilmed engineering drawings or printed pages from one point to another. At the receiving end, it will then reproduce the enlarged image on translucent paper at the rate of 26 feet per minute.

It is anticipated that the system will overcome a serious distribution problem arising with construction



## Don't Bother—This Is Just Another Story about a Rescue at Sea

To most readers, probably, rescues at sea are a dime a dozen—but not to the rescued. And that's why 11 Japanese fishermen have a particularly large soft spot in their hearts for the U.S. Navy these days.

They owe their lives to the sharp eyes of two pilots of a Midway-based Navy search and rescue plane, and to the courage and strength of two enlisted crew members of Midway's aviation rescue boat.

The rescued men were members of the 17-man crew of the fishing boat *Ebisu Maru*, which struck a submerged portion of Pearl and Hermes reef (some 85 miles east of Midway) and capsized. When first sighted by search plane pilots LCDR R. S. Johnson and LT R. F. Wood, the 11 exhausted survivors, suffering from exposure, dehydra-

tion, thirst and hunger, were floating in two groups, two-and-a-half miles from the wrecked fishing boat. Some of the group were clinging to a small air mattress, while the others were huddled on one of the boat's hatch covers. A twelfth man was already dead, while five others were missing.

The search plane dropped two rafts to the frantically waving men, and a radio message brought the yard tug *uss Topenebee* (YTB 373) and the rescue boat racing to the scene from Midway. They reached the area by late afternoon, but the rescue took some doing even then. That's where Navymen Kenneth Eckert, BM1, and W. E. Garver, FN, came in.

The castaways had drifted into a reef-surrounded lagoon, and Eckert and Garver had to paddle their small dinghy through treacherous

coral-heads and reefs to reach them. Inside the reef a propeller was sheared off, and the two men were forced to row the rest of the way against a strong wind.

It was a rough haul, but they finally reached the two rafts and took them in tow. It had gotten dark by this time, and the situation was, in Eckert's words, "scary." Right about then, however, the hovering search plane dropped flares to illuminate the lagoon and smoke bombs marking the narrow channel, and Eckert and Garver were able to tow their charges over the reefs to safety.

Nine of the rescued men were loaded aboard *Topenebee*, and the other two aboard the rescue boat for the trip back to Midway. There they recuperated at the Naval Station hospital before being flown back to Japan.

diagrams and plans for Navy ships. A complete set of aircraft carrier blueprints, for example, may weigh as much as 300 tons.

The new system consists of a "scanner" which picks up images from microfilm, and a "recorder" which receives the images from the scanner, by cable or microwave radio transmission. The recorder can be situated a considerable distance from the scanner.

In a practical application, if recorders were placed in shipyards, and it was desired to have the yards all build the same type of ship simultaneously, the drawings for the ships could be sent from a single point (say BuShips, in Washington, D.C.) to each of the yards. The plans, received by all the shipyards at the same time, would be reproduced as prints 18 inches wide.

Other types of publications, such as instruction books, could be transmitted in a similar manner.

The new system is being evaluated for possible use at the Navy's 11 shipyards and at various other activities. It is expected that the system will greatly reduce mailing and shipping costs in many areas.

### Trophy for Sunset League

Destroyer Force Atlantic's baseball team made off with the Newport, R.I., Sunset League title for

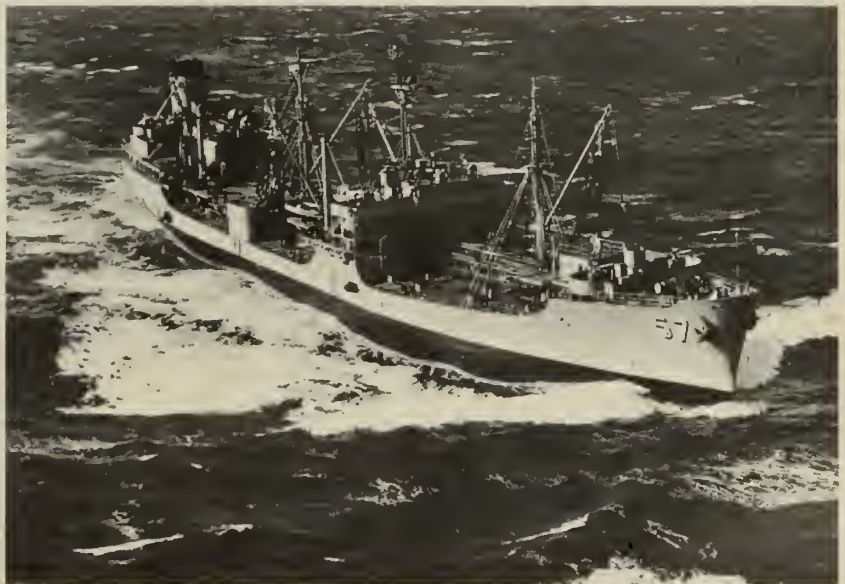
the third successive year this past summer, and in so doing, took permanent possession of the league's championship trophy. The league will not be left empty-handed, however. When teams come out swinging in 1961, for the 43rd consecutive year in one of the oldest twilight hardball leagues in New England, they'll be battling for a handsome new perpetual trophy donated by DesLant.

The new trophy, a mounted ster-

ling silver bowl like its predecessor, was presented to Newport's Recreation Director by RADM C. E. Weakley, USN, COMDESLANT, at a dinner aboard the force flagship, the destroyer tender *uss Yosemite* (AD 19). Also attending the dinner were several Newport officials and Sunset League team managers.

Service teams have completed in Sunset League play since 1921. The league's first service champion was the Naval Torpedo Station in 1922.

**SOME PUMPER**—Fleet oiler *USS Marias* (AO 57), homeported at Norfolk, Va., refueled ships 34 times in nine days while supporting a Fleet defense exercise.



# Here's How to Take Prize-Winning Photos

Don't you wish that you had been one of the winners in the 1960 All-Navy Photographic Contest? Those who won did so for a good reason—they knew how to compete.

The judges in the 1960 contest felt that it was a good show. All the judges (the undersigned was one), however, felt that Navy would have been a hard-to-beat competitor in the Inter-Service Photographic Contest if a little more effort was made to improve the photographic techniques employed. There were many near-misses in the aim toward the winner's circle. In many cases, the subject matter was interesting but the presentation was stereotyped and weak.

With the idea of improving this situation, some of the faults noted in the competition have been compiled below, along with suggested remedies.

**Fault No. 1.** The picture contained too much. This is the most common fault in picture making.

**Remedy:** The viewer should be able to understand your picture at a glance. If the picture is cluttered it indicates clearly that the photographer doesn't have a clear idea of what he is trying to express. The eye is pleased by a clean, orderly presentation of your subject matter. Practice simplicity and try to reduce the elements of your picture to the least number that will tell your story. If you will make a moveable frame from two L-shaped pieces of cardboard and place these over your picture, you can quickly tell the size and shape your picture should be and exactly what you can eliminate to make it better.

**Fault No. 2.** Lack of imagination in picture presentation.

**Remedy:** Try always to picture your subject in a fresh, creative way. This you do by learning the uses of photographic techniques and materials so that you will have the tools to work with. Think about what there is in the picture that makes you want to take it; then emphasize that quality in the picture. Good pictures communicate an emotion to the viewer and

arouse a response in him. Always avoid the obvious, easy approach. The obvious will always result in a weak, commonplace picture. Use every opportunity to view good photographs and see if you can determine why and how they were made. When you are thinking of a picture, imagine how it would look viewed from above; below; with different lighting, etc. Imagination can be developed only through use, and imagination is the payoff.

**Fault No. 3.** Several almost identical pictures entered by the same photographer.

**Remedy:** Don't expect the judges to do the selecting of your pictures for you. When you enter several



similar pictures, all of them are weaker than any one of them and hurt you in the competition. Pick your strongest entry and enter it.

**Fault No. 4.** Picture lacked impact.

**Remedy:** Impact in a picture is the command to look. Unless you can get the judges to give your brain child a second look, you'll never win.

Impact can be defined as anything in a picture that arouses an immediate response in the viewer. It is immaterial whether the viewer loves your picture or hates it, as long as he reacts to it.

A picture of a man brutally lashing an animal would create a feeling of anger in the person viewing it. A picture of a duck leading its young across a highway while the policeman holds up traffic causes the viewer to smile. Both pictures have impact.

**Fault No. 5.** Sterile, meaningless pictures.

**Remedy:** Judges are human and like to be entertained. The simplest way to do this is to tell them a story. Unfortunately, many of the pictures the judges get to see are

mere snapshots. Tell, in your picture, a story they can understand at a glance and you're in. For examples of this type of picture, look at the covers (photographs or paintings) of some of the leading national magazines. Look at the covers of ALL HANDS. These all originated in someone's imagination.

**Fault No. 6.** Very weak entries in the military and foreign categories.

**Remedy:** This weakness really surprised the judges. You should realize that any military photographic contest will almost certainly be judged by civilians. The way you live and work, commonplace though it might seem to you, might well be fascinating to them if you tell your story in a simple, uncluttered way. Ship life is full of pictures.

The same remarks are true also of the foreign pictures you take. Anything that is foreign has a certain appeal to us and most strongly if we can compare it to something with which we are familiar. Never show foreigners in a degrading light; they won't like it and the judges won't either. People are interested in people, and when you show how our foreign friends live, work and play, your pictures will be interesting to everyone.

**Fault No. 7.** Lack of technical quality in pictures.

**Remedy:** If you don't know how—learn how! As mentioned above, see as many good pictures as possible so that you can have a standard of quality. Study good photographic books.

To summarize:

Strive for simplicity in your pictures. The fewer elements they contain, the easier the pictures are to arrange. Good composition is merely a pleasing, orderly arrangement, in the picture space.

Move in on your subject until your view finder contains only the story you want to tell. Unity in a picture, with only one main subject, is the sign of a good picture. It amounts to this: If you want to be good at anything, you work hard at learning the ropes. Photography is no exception to this rule.

— John F. Meenehan



## Tops in Touch Football

Sports history is liberally sprinkled with instances of almost complete domination of a sport by a particular team or individual.

A sample of such domination can be found in the six-man touch football team representing the submarine *uss Tang* (SS 563)—champion of the Pacific Fleet Submarine Force Intramural League for the third consecutive year.

Intramural football—Pearl Harbor Submarine Force variety—is broken up into two segments, afloat and ashore, with the two section winners vying in a best-two-out-of-three playoff series at season's end. This year, as in the two previous campaigns, *Tang's* hustling crew swept aside all comers in the Afloat Section, then blasted the "Heats," holder of the Shore title, 42-6 and 60-6 for the over-all Intramural League crown.

In 10 games the *Tangmasters* piled up 442 points and restricted their opponents to just 26, while running their combined 1958-59-60 record to 26 wins in 28 games.

Tops among several good reasons for that sparkling record has been the coaching of LT James W. (Doc) Blanchard, USN. An All-American lacrosse star at the Naval Academy in 1956, Doc shone as the passing quarterback while player-coaching the 1958 and 1959 *Tang* editions, but eased himself out of an active playing role the past season to do his master-minding from the sidelines. He could afford to do so—he had "most valuable player" Bob Coleman ready to step in as this year's quarterback. All Coleman did was toss 30 touchdown passes in the 10 games.

There were other good reasons too. One was the strong and enthusiastic backing provided by *Tang's* CO, LCDR John O. Coppedge, USN, an ex-Naval Academy football hero in his own right, who coached the Academy plebe team from 1954 to 1957.

Another was the loyal rooting of practically 100 per cent of *Tang's* crew and their dependents. Some of the crew even went so far as to organize their own band to play at all of their team's games.

Individual honors for the 1960 team went to Chuck Robb who scored 84 points. Bob Coleman was voted the most outstanding player and was the team's leading passer.

# SIDELINE STRATEGY

**M**OST MEN, we've noticed, if they're fishermen at all, are avid fishermen. There just doesn't appear to be any room in the sport for the bored or half-interested types. It follows that this holds true among Navymen too—it must, because so many sailors we've met have turned out to be dedicated anglers.

Some have more success than others, however. And the champ, so far as we're concerned, both for single-minded devotion *and* success, is a veteran chief yeoman attached to the Naval Amphibious Base, Coronado, Calif.

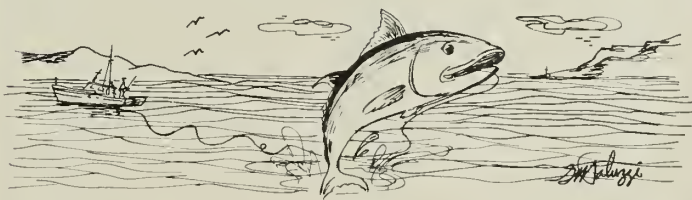
His name is Harry Bonner, and his accomplishments with rod and reel have made him a legend in his time around the San Diego area. An overflowing trophy room stuffed to the gills with plaques, certificates, medals and trophies, plus an even more tangible award—a new car parked beside his home—make it evident Chief Bonner hasn't suffered much from that strange malady known as "fisherman's luck" over the years.

Late this past summer, for instance, Chief Bonner

more than 275 yards of line before the chief succeeded in checking him. The whopper had to be brought to gaff six times before he could be boated.

Knowledgeable fishing people say that Chief Bonner's feat was roughly comparable to that of hog-tying a wild steer with light twine. The albacore, it seems, is one of the real tigers of the deep—the previous world's record landed on that type of gear, weighed just over 18 pounds.

Chief Bonner got an embossed certificate from the International Spin Fishing Association in recognition of his record-setting catch. It was old stuff to him—in 1960 alone he qualified for more than 40 button awards from the ISFA; won six Yellowtail Honor Badge Awards in a national fishing contest; qualified for a first place weekly award in the San Diego Yellowtail-Albacore Derby; copped a first place award in the Sportsman's Club Weekly Awards competition; qualified for two sportfishing awards in the Orange County Derby at Newport Beach; won a first place trophy for best



achieved an ultimate in deep-sea fishing. Using a combination of ultralight spinning tackle and 300 yards of six-pound test monofilament line, he landed a 25-pound, 2-ounce albacore which was a world-record catch with that type of gear.

It was a battle worthy of an angler of Chief Bonner's talents. On at least three occasions the fighting albacore's spectacular runs zipped off

individual catch in the El Toro Tournament, and sparked the CRUDESAC Angling Team to a second place in the meet.

Some other Bonner achievements of past years: First places in annual international fishing contests in 1957 and 1959; six Sportsman's Club awards, and a first place in the yellowtail division in a national magazine's 1956 fishing contest.

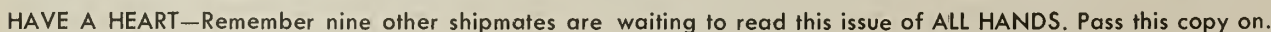
— G.F.M., JO1, USN.

Frank, Authentic Advance Information  
On Policy — Straight From Headquarters

There are at present somewhere

"We have to reduce the number of dependents overseas by about 50 per cent or a little bit more. What we propose to do is try to decrease them by not sending any more dependents overseas. When we relieve an officer or enlisted man now we will try to accomplish it with someone who has no dependents, or someone who can leave his dependents home, or we will tell him he can't take his dependents along. If we can't cut down enough that way, we will have to select people and

Entries were originally required to be submitted in time to reach the Chief of Naval Personnel (Attn: Pers G11) for judging by 1 Mar 1961. However, because of numerous requests this deadline has been extended to 25 Mar 1961.





Rules governing the contest were published in BuPers Notice 1700 of 18 Nov 1960. They provide that:

- All naval personnel on active duty and their bona fide dependents are eligible to submit entries.

- Comic (gag or situation) cartoons, to be acceptable, must have a Navy theme or background and must be in good taste.

- Cartoons must be in black ink on 8-by-10½-inch white paper or illustration board.

- A contestant may enter as many cartoons as desired but each entry must contain the following information and statements securely attached to the back of the entry:

*Full name of originator.*

*Rank/Rate.*

*Serial/File number.*

*Duty station.*

*Hometown and hometown newspaper.*

*Command Recreation Fund administrator.*

*A brief statement certifying the cartoon as original.*

*Commanding officers indorsement "Forwarded," signed by either the commanding officer or his representative.*

Type the following statement and sign — "All claims to the attached entry are waived and I understand the Department of the Navy may use as desired." Signed . . . (Name of contestant)

Dependents should supply appropriate data above and should make this statement: "I am dependent of (Name, Rate/Rank, etc.)"

Trophies, furnished by the Chief of Naval Personnel, will be forwarded to the respective commanding officers for presentation to the winners of the first five places. The winning cartoons, plus other leading entries, will be published in ALL HANDS magazine and suitable notation will be made in the Special Services Newsletter.

- **E-8, E-9 ADVANCEMENTS** — The number of senior chief petty officers (E-8) and master chief petty officers (E-9) has been more than doubled as a result of Navy Department selection board actions. A total of 4051 Regular Navy and active-duty Naval Reservist chief petty officers were selected to be advanced on 16 Dec 1960. Of this number, 3208 were selected for E-8 and 842 were selected for E-9.

Before 16 December the on-board count had been 577 master chief

petty officers and 3181 senior chief petty officers. Prior to advancement, the new E-8s agreed to remain on active duty for two years after promotion. For the new E-9s a three year active duty agreement was required.

Physical examinations are given to those selected, following the selections, to determine if they are qualified to perform the duties of the new grade. This repeats a procedure begun in the 1959 E8/E9 advancements.

In addition to the above selections, 298 inactive Naval Reservists have been selected for advancement to senior chief petty officer. For the inactive Reservists the eligibility requirements were substantially the same as for the active duty Reservists.

There have been no selections to master chief petty officer grade among the inactive Naval Reservists. However, as the new E-8s gain sufficient time in grade, they will have the E-9 advancement opportunity open to them.

## • WANT TO BE A BLUE ANGEL? —

If any of you hot-shot naval aviators desire to become part of the Navy's Blue Angels, you may now have the opportunity.

The Navy flight demonstration team is not short of pilots now, but it must have a backlog of applicants to be able to select the very best men for the team.

Interested naval aviators should write to the Officer in Charge, Navy Flight Demonstration Team, U.S. Naval Air Station, Pensacola, Fla.

It is also a good idea to indicate your desire to join the team on the Officer's Preference and Personal Information Card (NavPers 2774). Squadron and air group commanders have also been asked to recommend suitable aviators.

Don't request duty with the Blue Angels if you want a soft shore-duty billet. These men are on the road some nine months of the year and they practice many hours between shows.

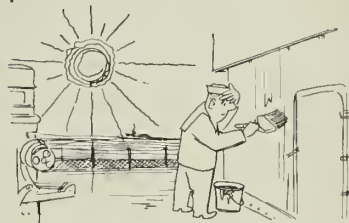
As a Blue Angel you must be the ideal naval aviator. Your appearance, personality and behavior must be above reproach.

You may be asked to appear on radio or television and discuss not only your work in the Blue Angels, but also naval aviation in general. After all, the idea of the team is to interest young men in naval aviation.

Basic first aid is a subject in which a little knowledge can be a mighty useful thing. It's also the subject of this month's quiz.

1. Morphine, if used properly and at the right time, is a helpful drug. In cases of severe injuries or burns it should be given (with a syrette) to stop pain and prevent shock. The effects of a morphine syrette will last (a) three to four hours, (b) five to seven hours, (c) eight to 10 hours.

2. Heatstroke is a serious condition which results from a failure of the body's heat-regulating mechanism. Another name for heatstroke is (a) heat prostration, (b) sunstroke, (c) heat pains.

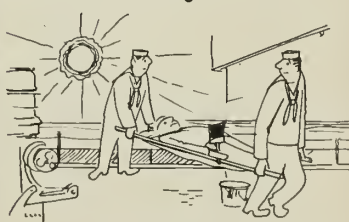


3. Even though a person may appear to be dead, if there's any doubt at all, artificial respiration should be attempted. It should be started as soon as possible—and, unless the patient is pronounced dead by a doctor, it should be continued for at least (a) one hour, (b) two hours, (c) four hours.

4. Burns are classified according to the depth of injury to the body's tissues. A burn that raises a blister is of which degree? (a) first, (b) second, (c) third.

5. When a person is being treated for shock, his position is the most important consideration (followed by the application of heat and stimulants). If the patient is lying on a bed, bunk or cot, the foot of it should be higher than the head by about (a) 18 inches, (b) 24 inches, (c) 30 inches.

6. In the case of heatstroke, which of these three steps should not be taken? (a) Remove the victim to a cool place. (b) Give him stimulants. (c) Take off his clothing.



7. A compound fracture is one in which (a) a broken bone has torn through the flesh, (b) a bone is broken in two or more places, (c) connecting bones are broken.

# THE BULLETIN BOARD

## Pointers on the Fleet Reserve for Navymen Nearing Twenty

*You may transfer to the Fleet Reserve with less than 19 years' and six months' day-for-day service.*

*You need not serve out your enlistment before you transfer to the Fleet Reserve.*

*But, enlisted men who are former officers may not, as a general rule, go into the Fleet Reserve with officer status after only 20 years' service.*

These are just a few of the areas that seem to confuse men preparing to transfer to the Fleet Reserve. Here are some questions—with the answers—that are frequently asked. Maybe you have wondered about some of these points yourself.

• *Just what is the Fleet Reserve?*

It is a force of former warrant and commissioned officers and enlisted men who have left the Navy after at least 19 and one-half years' active duty, but less than the 30 years' service (active and Fleet Reserve) needed to retire. These men may be recalled in a war or national emergency, and are subject to the Uniform Code of Military Justice. During the years in the Fleet Reserve, Navymen draw retainer pay, not retired pay. Unless he has held temporary officer rank, however, his pay upon transfer to the retired list after completion of 30 years' active and inactive service will be the same as his Fleet Reserve retainer pay.

• *What is constructive service?*

The term "constructive service" refers to service for which credit is given although not actually performed. Constructive time may be accumulated if you are discharged with less than three months left on your enlistment (you are credited with a full four or six years in this case), or, on a minority enlistment, when you serve less than four years, but are credited with a full four-year enlistment. While constructive service may be used as a percentage multiple when figuring retainer pay, it may not be used to increase basic pay.

• *What happens if I go into the Fleet Reserve with 19 and one-half years' service and become disabled*

*with less than 30 per cent disability before I complete 20 years?*

You would be placed on the retired list at the same rate of pay. You would not get severance pay.

• *Are there now any restrictions on men who want to serve more than 22 years' active duty?*

No. The Chief of Naval Personnel lifted that restriction completely, several months ago. Nothing prevents you from serving more than 22 years if you are qualified for reenlistment.

### 19 Plus 6 Equals 20 For Fleet Reservists

In case you haven't heard, the Comptroller General of the United States has determined that it is legal to credit a fractional year of six months or more as a full year of service for basic pay purposes when computing retainer pay for transfer to the Fleet Reserve.

As a result of the decision, the Navy can now return to its former practice, which had allowed the fractional year to count as a whole one. During the period of indecision, however, Navymen who had already submitted their papers for transfer to the Fleet Reserve were allowed to remain on active duty to complete 20 years of service for pay.

Navymen whose transfer to the Fleet Reserve had been deferred because of this action may now be transferred on the original date authorized or on the earliest practicable date thereafter. Those men who wish to remain on active duty for the period for which their transfer was deferred may do so.

If you have already transferred to the Fleet Reserve, and are receiving reduced retainer pay as a result of the previous Comptroller General Decision, your pay will be recomputed without further action. For details, see Sec-Nav Note 1830 of 25 Nov 1960.

• *I plan to reenlist five months before I complete my 19 and one-half years service. How much of this enlistment must I serve before I can transfer to the Fleet Reserve.*

There is no minimum time you must serve. BuPers Inst. 1830.1A, however, suggests you submit your request for transfer to the Fleet Reserve one year in advance. In any event, at least six months' notice is required in order to obtain a relief.

• *I have spent eight and a half years as a warrant officer and I am approaching 20 years' service. Can I go into the Fleet Reserve as a CWO at that time or will I be reverted to my permanent CPO rating?*

If you are serving in warrant grade, you may be retired as a warrant officer when you complete 20 years' active service without regard to length of service as an officer. An officer who holds the rank of ensign or above must serve at least 10 years as a commissioned officer to retire in grade after 20 years of active service. If he wishes to retire after 20, but with less than 10 years' commissioned service, he must revert to his permanent enlisted rate, receive retainer pay in that rate until he has a total of 30 years' service (active and Fleet Reserve), and then be advanced on the retired list to the highest rank held. His pay would then increase accordingly.

• *The BuPers Manual, article C-13405, states that when transferred to the Fleet Reserve, a man may be eligible for an additional 10 per cent retainer pay if he was decorated for extraordinary heroism. I was so decorated; how can I get it?*

If you were so decorated, paragraph four of the authorization for transfer to the Fleet Reserve (Nav-Pers 631) you receive from BuPers will include a statement: "Was reported for extraordinary heroism in line of duty." This will get you the extra money—no further correspondence is needed.

• *A man in my unit was recently reduced in rate, but retained on active duty. Since he is now ready for*



transfer to the Fleet Reserve, will his retainer pay be computed at the present or former rate?

His retainer pay will be based on the basic pay he is receiving at the time he transfers to the Fleet Reserve. Even after 30 years' service his pay remains the same. The law specifies that a man may be advanced on the retired list with the highest rank satisfactorily held—it says nothing about highest rate held.

• *I enlisted for a minority cruise in January 1941 and at the end of my enlistment in March 1944 I extended my enlistment for two years. Since I didn't actually reenlist, will that minority cruise still count as four years for constructive time?*

Yes.

• *Is there any difference in the retainer pay between 19 and one-half years day-for-day service and a full 20?*

No. For computing service for transfer to the Fleet Reserve, and for basic pay purposes, six months or more counts as a full year.

• *How do I compute retainer pay, when constructive service is involved?*

Multiply 2 and one-half times the number of years of service (including constructive time), and then multiply that answer by your basic pay at the time you go into the Fleet Reserve. (This must be your actual basic pay; constructive service cannot be used to increase the amount of basic pay.) If, for example, you have 20 years' service, including constructive time, and you are drawing pay as a CPO with over 18, here's how it would work: Two and one-half per cent times 20 years' service (including constructive time) is .50. Multiply this by \$340 (basic pay for over 18), and you get \$170—the monthly amount of your check.

You may have other questions about the Fleet Reserve, but these are the ones most frequently asked.

## Correspondence Courses for Officers, Enlisted Personnel

Four new correspondence courses—three enlisted and one officer course—have been issued by the Bureau of Naval Personnel, and two officer and six enlisted courses have been discontinued.

New enlisted courses are: *Parachute Rigger 1 and C* (NavPers 91606); *Aviation Boatswain's Mate*

All-Navy Cartoon Contest  
LT B. E. Lodge, USN



"Good morning Sir, ship's boarding party ready for inspection."

*1 and C* (NavPers 91673); and *Aerographer's Mate 3 and 2* (NavPers 91664-1). The new officer course available is *Guided Missiles and Nuclear Weapons*, Part One (NavPers 10924-A).

Enlisted courses discontinued are:

*Aviation Boatswain's Mate*, Vol. 2 (NavPers 91655-C); *Parachute Rigger*, Vol. 2, (NavPers 91641-C); *Aerographer 3* (NavPers 91663-A); *Aerographer 2* (NavPers 91664-A); *Machinist's Mate 1* (NavPers 91503-C); and *Machinist's Mate Chief* (NavPers 91504-A). Officer courses discontinued are *Navy Real Estate Law* (NavPers 10989-1) and *Guided Missiles Orientation* (NavPers 10924).

NavPers 91664-1 and 10924-A may be taken for repeat Naval Reserve credit.

## Nuclear Power Training Is Offered for Officers

As nuclear power comes to the surface in today's Navy, the need for officers trained in the operation of the power plants increases. The young officers who grow up with these nuclear-powered surface ships may very well be the commanding officers in tomorrow's nuclear Navy.

BuPers Inst. 1520.68A, the current

## WHAT'S IN A NAME

### Squared Away

When a senior petty officer tells you to square away, you know precisely what he wants. He expects you to put the situation right.

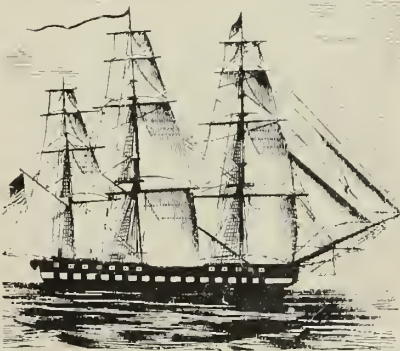
Square away is everyday language for U.S. Navymen throughout the world. The two words are used in many instances, but they always mean the same thing. If a sailor is fouled up, or if he is out of uniform, he is told to square away. If his compartment is not shipshape, he is told to square it away. The list is almost endless, but in all cases, square away means to put the situation right.

The expression no doubt stems from the days of sailing ships when the seamanlike appearance of a ship was judged to a large extent by her rigging. Square yards were absolutely essential for a shipshape-appearing ship. To permit the yards to be cockbilled was a disgrace. In the earlier days of the Navy, cockbilled yards were a sign of mourning.

A schoolmaster aboard the old USS Constitution, records Lovette's Customs and Traditions, once described the routine aboard that ship after ex-presidents Jefferson and Adams died: "Our flags have been at half mast all day . . . Twenty-one guns were fired, first by this ship, and then by the Porpoise . . . At the first gun, each ship cockbilled its yards. I will explain the term as far as I am able. On common occasions, the yards are kept at

right angles with the mast; and to a sailor's eye, nothing looks so slovenly as a different position; and nothing is noticed sooner, or sooner disgraces a ship. The slings, however, had now been loosed, and at the first gun, every yard was thrown into a slanting position, so as to form an angle of about 70 degrees with the horizon, the lower main yards inclining to starboard, the fore and mizen to larboard; while the upper yard of each mast took a direction contrary to that of the lower ones."

When the yards were put right, they were said to have been squared. Thus (probably) we have today's term "square away."



instruction on the program, states, "Line officers who enter into this program will remain unrestricted line officers in every sense (retain their line designator), their sea-duty promotion requirements will be safeguarded, and their command opportunity in the nuclear-ship Navy will be enhanced."

Insofar as practicable, all officers ordered to duty in the engineering departments of nuclear-powered surface ships will be graduates of the Nuclear Power Training Program.

Nuclear-powered surface ships currently under construction are USS *Enterprise*, CVA(N) 65; *Long Beach*, CG(N) 9, and *Bainbridge*, DLG(N) 25. The prototype of the power plants for the carrier and cruiser is operational at the National Reactor Testing Station near Idaho Falls, Idaho, and the prototype of *Bainbridge* will become operational during the summer of 1961 at Schenectady, N. Y.

Officers selected for the program undergo a one-year course which will include six months' academic as well as six months' operational training in nuclear propulsion.

The academic phase provides graduate-level study of mathematics, nuclear physics, reactor engineering and reactor plant technology. These courses are given at the Nuclear Power Schools in either New London, Conn., or Mare Island, Calif.

Operational training will be given on one of the prototypes. It will include detailed study of each of the systems of a pressurized water reactor plant and experience at each operator's station. Officers who complete the operational phase qualify as Chief Reactor Plant Operators.

Interested officers must meet the following requirements:

- Be a Regular or Reserve officer on active duty in the grades of lieutenant, lieutenant junior grade, ensign (LDO only) warrant officer (electrician or machinist only), or an NROTC or Naval Academy midshipman scheduled to be commissioned.

- Mathematics through calculus, and college-level physics (one year). These courses may have been taken at an accredited college or university, or through USAFI.

- Engineering experience prior to nuclear training is desirable, but not necessary.

Officers who complete the course of instruction will be required to re-

All-Navy Cartoon Contest  
L. J. Felbinger, SN, USN



"Fine toss Seaweed, now just learn how to hold on to the end!"

main on active duty for at least two years after completing the course, or for one year in addition to their normal obligated service, whichever is longer. Those men assigned to the program directly from the NROTC program must serve two years in addition to their normal obligation.

If you are dropped from the program at any time during the course, none of the time spent in training will count toward your normal obligated service.

Interested officers should get full details on the program from BuPers Inst. 1520.68A.

### New Percentage Tables List Rates for Navymen Under Survivor Annuity Plan

Now being distributed Navywide is NavPers 15945, a new *Tables of Percentage Reduction of Retired Pay and Conversion Tables Under the Uniformed Services Contingency Option Act*. It replaces an older publication of the same name published in 1953.

The new *Percentage Tables* brings several important changes to the option annuities program. The basic provisions and the four basic options remain the same, however. (See ALL HANDS, Dec 1960.) For the main part, the changes relate to three new tables that replace the two earlier (disability/non-disability) tables.

Under the new tables, retired members are divided into three main

groups. They are as follows:

**Group 1**—If you retire after 1960 with 20 or more years of service you will be in this group. The retirement may be either of the physical disability type or of the non-disability type.

The rates (expressed as four digit reduction factors) in the new tables are less than one half of one per cent higher than the earlier non-disability rates.

As before, your election of an option annuity plan must take place before the end of your 18th year for pay purposes. Previously, however, you would *not* know well in advance of your retirement whether you would come under the non-disability rates or under the somewhat higher disability rates. Now the rates for those in Group 1 are the same for a disability retirement as for a non-disability retirement.

**Group 2**—If you retire after 1960 because of physical disability and have completed 17 years of service, but not 20 years of service, you will come under Group 2. As with Group 1, the rate increase averages out less than one half of one per cent above the previous rates—in this case, the earlier disability rates.

You will be in a somewhat special group if you made an election before 1 Jan 1961 and enter into disability retirement after that date, but before 1966, with less than 17 years of service. The earlier disability rates will also apply to you in such a case.

**Group 3**—If you retire after 1960 because of disability, and have less than 17 years of service and had not made an election before 1 Jan 1961, you are in Group 3. In this group you may make the election just prior to the time of retirement.

The rates in Group 3 are considerably higher than in the previous disability table.

When the terms "17 years of service" or "20 years of service" are used, "for-pay-purposes" years are meant. Thus, 17 years could mean 16½ years of active federal service.

The new rates are based upon six years' experience in the option annuities program, and in order that the program may operate on an actuarially-equivalent basis, and be more attractive for career personnel, the new rates and provisions have come into being.



## If You Don't Do So Well In Advancement Exams, 'Profile Cards' Tell You Why

From now on, if you fail to be advanced in rate as the result of a Navy-wide examination, you will be told in what subjects you need to study.

Starting with the February 1961 advancement examinations, if you are not advanced, you will be told by the Naval Examining Center just how well you did on the examination in comparison to others who took the same test.

The information will be given you on an individual examination profile card. For purposes of evaluation, the examination will be divided into several subject areas. (The examination for QM1, for example, is evaluated in such subject areas as flaghoist, visual procedure, charts and logs, steering and sailing rules, time and timepieces and military.) In each subject area, which is listed as a number from 1 through 16 on the profile card, you will be given one of nine ratings from very low to superior. The key to the subject area numbers will be the last page of your examination booklet, which will be given to you on the day of the examination.

After each subject category on the key sheet are listed the item numbers from the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) which lists the general requirements for your rating.

Profile cards will be distributed soon after the results of the examination have been published. The purpose of the card is twofold. First, it will show you the areas in which you, individually, should step up your study efforts, and second, it will indicate to your command the areas where it needs to give more instruction.

When interpreting the profile cards, the following considerations should be understood:

- The subject matter area identification sheet attached to the end of the test booklet can only be used for the examination which you took on that day. As the Quals Manual changes, the subject areas will change.

- The examination which you take

does not cover all the qualifications for your rate. Certain qualifications are more important than others, and these will be stressed in the examination.

- Do not try to compare your profile card with men in a different rating. The subject areas for each rating are different and the relative standings of candidates in the various ratings may vary considerably. Your profile card only indicates your relative standing by subject matter areas with all other men who took the same examination that you did. It does not reflect the multiple computation factors.

Remember, you'll get the key sheet referring to your rate after completing the exam. Keep it for reference.

EXAMINATION SECTION	SUBJECT-MATTER SECTION TITLE	QUALIFICATIONS COVERED (FROM NAVPERS 18068)
1	Flaghoist	L 1.01
2	Visual Procedure	L 2.01
3	Miscellaneous (Weather - Honors and Ceremonies)	B 1.02, B 2.01, K 1.01, K 2.01, K 2.03
4	Charts and Logs	C 1.01, C 1.02, C 1.04, C 2.01, C 2.05, C 2.06
5	Compass and Compass Errors	E 1.02, E 2.01, F 1.02, I 2.03
6	Steering and Sailing Rules	G 2.02
7	Rules of the Road (Lights and Fog Signals)	C 2.01, C 2.03
8	Time and Timepieces	H 1.01, H 1.02, H 2.01
9	Visual Aids to Navigation	J 2.01, J 2.02, J 2.03
10	Celestial Navigation and Related Equipment	I 1.01, I 1.09, I 1.10, I 2.08
11	Piloting, D.R., and Electronic Navigation	I 1.03, I 1.04, I 1.05, I 1.06, I 1.08, I 2.02, I 2.05, I 2.06, I 2.07
12	Military	

**NOW YOU'LL KNOW**—Here is a sample key sheet (above) and profile card that will show you where you stand.

ACTIVITY CODE	NAME	SERVICE NUMBER	EXAM RATE	EXAM DATE
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**INDIVIDUAL EXAMINATION PROFILE CARD**

FOR USE WITH THE MANUAL OF QUALIFICATIONS FOR ADVANCEMENT IN RATING (NAVPERS 18068) AND THE SUBJECT MATTER SECTION IDENTIFICATION SHEET TAKEN FROM YOUR EXAMINATION BOOKLET.

PUNCHED HOLE IS YOUR RELATIVE STANDING WITH ALL OTHERS IN YOUR RATE IN EACH SUBJECT-MATTER SECTION →

		EXAMINATION SECTION															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SUPERIOR →																	
EXCELLENT →																	
GOOD →																	
HIGH AVERAGE →																	
AVERAGE →																	
LOW AVERAGE →																	
POOR →																	
LOW →																	
VERY LOW →																	

19M J17386

NEC-1 (NEW 8-60)

# Next Rung up the Advancement Ladder Is in Sight for Many

Some 11,000 first class petty officers will be advanced to chief petty officer as a result of the Navy-wide examination for advancement in rating held this month. Last year, about 10,500 men were advanced to Chief Petty Officer.

Bureau of Naval Personnel officials expect to advance 70 to 100 per cent

of the men who pass the exam for E-7 in 37 of 64 ratings. Only one rating, ship's serviceman, will have less than 10 per cent of those POIs who pass advance to CPO.

The advancement opportunities are also good for men in other ratings. The actual numbers in each rating that may be advanced cannot be pro-

jected. However, the numbers who were advanced as a result of the August 1960 exam, together with the projected percentages for the February exam, may give you an idea of your chances.

The following are the actual numbers who were advanced as a result of the August 1960 examinations:

Rating	Passed	Advanced	Passed	Advanced	Passed	Advanced
GROUP I	for E-4		for E-5		for E-6	
(Deck)						
BM	2208	375	1700	410	1108	340
QM	590	All	218	All	120	All
RD	1332	All	611	All	95	All
SM	611	All	299	All	80	All
SO	—	—	—	—	61	All
SOA	47	All	33	All	—	—
SOG	514	All	228	All	—	—
SOS	72	All	59	All	—	—
SOO	70	All	—	—	—	—
GROUP II						
(Ordnance)						
FT	—	—	472	All	145	All
FTA	277	All	—	—	—	—
FTE	5	All	—	—	—	—
FTG	11	All	—	—	—	—
FTL	114	All	—	—	—	—
FTM	181	All	—	—	—	—
FTU	29	All	—	—	—	—
GM	1183	780	677	305	540	206
GS	234	169	109	All	33	All
MN	21	All	50	25	51	20
NW	143	120	79	All	17	All
TM	449	All	201	All	142	100
GROUP III						
(Electronics)						
ET	—	—	762	All	112	All
ETN	678	All	—	—	—	—
ETR	566	All	—	—	—	—
ETS	7	All	—	—	—	—
GROUP IV						
(Precision Equipment)						
IM	48	30	20	All	15	11
OM	49	All	20	All	7	All
GROUP V						
(Administrative and Clerical)						
CS	1138	650	1339	300	930	215
CT	786	All	390	All	145	All
DK	303	219	161	63	145	30
JO	117	86	50	All	8	All
MA	159	130	105	60	41	25
PN	755	745	400	335	248	95
RM	1856	All	963	All	232	All
SH	791	108	560	56	382	38
SK	1335	1100	646	450	323	160
TEIRM)	—	—	—	—	13	All
YN	1933	1455	818	550	811	100
GROUP VI						
(Miscellaneous)						
DM	155	90	47	All	10	All
LI	99	20	55	15	23	5
MU	164	All	110	All	24	All

Rating	Passed for E-4	Advanced for E-4	Passed for E-5	Advanced for E-5	Passed for E-6	Advanced for E-6
GROUP VII (Engineering and Hull)						
BR	—	—	—	—	6	All
BT	1851	All	900	All	317	All
DC	356	310	259	225	308	59
EM	1531	All	860	All	274	All
EN	1493	All	676	600	478	235
IC	728	All	334	All	80	All
ML	19	All	15	8	8	All
MM	2327	All	1342	All	317	All
MR	402	All	206	All	48	All
PM	27	All	22	All	2	All
SF	—	—	—	—	321	105
SFM	486	All	189	136	—	—
SFP	454	All	224	164	—	—
GROUP VIII (Construction)						
BU	—	—	—	—	34	4
BUH	25	All	12	All	—	—
BUL	145	119	78	63	—	—
BUR	58	All	28	24	—	—
CE	—	—	—	—	15	All
CÉP	39	All	25	All	—	—
CES	11	All	9	All	—	—
CET	13	All	17	All	—	—
CEW	49	All	28	All	—	—
CM	—	—	—	—	61	6
CMA	97	All	46	14	—	—
CMH	25	All	28	9	—	—
EO	—	—	—	—	121	12
EOH	66	All	81	37	—	—
EON	76	55	85	9	—	—
SV	26	All	10	All	2	All
SW	—	—	—	—	22	2
SWE	27	All	16	All	—	—
SWF	18	All	10	All	—	—
UT	—	—	—	—	30	9
UTA	4	All	14	11	—	—
UTB	7	All	7	All	—	—
UTP	67	All	38	20	—	—
UTW	11	All	7	All	—	—
GROUP IX (Aviation)						
AB	—	—	222	All	144	60
ABG	176	153	—	—	—	—
ABU	434	372	—	—	—	—
AC	—	—	—	—	105	33
ACR	12	All	11	All	—	—
ACT	217	All	92	All	—	—
ACW	154	All	77	All	—	—
AD	—	—	1361	750	1559	401



Rating	Passed for E-4	Advanced for E-4	Passed for E-5	Advanced for E-5	Passed for E-6	Advanced for E-6
ADJ	696	All	—	—	—	—
ADR	1105	All	—	—	—	—
AE	—	—	526	All	173	All
AEI	196	All	—	—	—	—
AEW	918	All	—	—	—	—
AG	394	340	187	All	29	All
AK	541	330	207	100	128	18
AM	—	—	—	—	317	290
AME	256	All	34	All	—	—
AMH	743	720	416	All	—	—
AMS	1290	1026	464	All	—	—
AO	537	All	385	All	294	140
AQ	—	—	168	All	34	All
AQB	150	All	—	—	—	—
AQF	204	All	—	—	—	—
AT	—	—	1331	All	195	All
ATN	922	All	—	—	—	—

Rating	Passed for E-4	Advanced for E-4	Passed for E-5	Advanced for E-5	Passed for E-6	Advanced for E-6
ATR	658	All	—	—	—	—
ATS	262	All	—	—	—	—
PH	326	All	142	All	92	50
PR	59	All	76	All	55	37
TD	—	—	112	50	98	11
TDI	239	45	—	—	—	—
TDR	89	80	—	—	—	—
GROUP X (Medical)						
HM	2521	1546	1289	560	946	402
GROUP XI (Dental)						
DT	307	188	244	104	117	33
GROUP XII (Steward)						
SD	1762	150	951	95	607	65

The following tabulation indicates the advancement opportunities in the February 1961 examination.

The figure 1 signifies EXCELLENT opportunities exist and that 70 to 100 per cent of those who pass will be advanced. Figure 2 represents GOOD

opportunities, with 40 to 70 per cent being advanced. A FAIR chance of advancement (15 to 40 per cent) is represented by the figure 3, while 4 means POOR chances exist and less than 10 per cent of those who pass will be advanced.

RATING	E-4	E-5	E-6	E-7	RATING	E-4	E-5	E-6	E-7
GROUP I									
BM	3	3	3	1	BC	1	1	3	1
QM	1	1	1	1	EM	1	1	1	1
RD	1	1	1	2	EN	1	1	2	2
SM	1	1	1	1	IC	1	1	1	1
SO	1	1	1	1	ML	1	2	1	1
GROUP II									
FT	1	1	1	1	MM	1	1	1	1
GM	2	2	3	1	MR	1	1	1	3
GS	1	1	1	1	PM	1	1	1	1
MN	1	2	3	2	SF	1	1	3	2
NW	1	1	1	1	GROUP VIII				
TM	1	1	2	1	BU	1	1	4	3
GROUP III					CE	1	1	1	2
ET	1	1	1	1	CM	1	3	4	3
GROUP IV					EO	1	3	4	3
IM	1	1	2	1	SV	1	1	1	1
OM	1	1	1	1	SW	1	1	4	2
GROUP V					UT	1	1	3	2
CS	2	3	3	2	GROUP IX				
CT	1	1	1	2	AB	1	1	3	1
DK	1	2	3	3	AC	1	1	3	2
JO	1	1	1	1	AD	1	2	3	1
MA	1	2	2	1	AE	1	1	1	2
PC	1	2	1	1	AG	1	1	1	1
PN	1	1	3	2	AK	2	2	4	2
RM	1	1	1	1	AM	1	1	1	1
SH	4	4	4	4	AO	1	1	2	1
SK	1	1	2	1	AQ	1	1	1	1
TE(RM)	—	—	1	1	AT	1	1	1	1
YN	1	2	4	2	PH	1	1	3	2
GROUP VI					PR	1	1	2	1
DM	2	1	1	3	PT	1	1	1	2
LI	3	3	3	3	TD	3	2	4	2
MU	1	1	1	1	GROUP X				
GROUP VIII					HM	2	2	2	1
BR	—	—	1	1	GROUP XI				
BT	1	1	1	1	DT	2	2	3	2
					GROUP XII				
					SD	4	4	4	2

### Five Rating Structures — SO, DM, SV, AC and AT — to Be Streamlined in March

The Sonarman (SO), Draftsman (DM), Surveyor (SV), Air Controlman (AC) and Aviation Electronics Technician (AT) rating structures will have a new look effective 31 Mar 1961, as a result of the latest changes approved by the Secretary of the Navy.

Sonarman (SO) has been revised to include the service rating of SOO (Oceanographer) at the E-5 level. The general service rating of Draftsman has been redesignated a general rating, and the title has been changed to "Illustrator Draftsman (DM)," while the emergency service ratings of DMS (Structural), DME (Electrical), DMI (Illustrative), DMT (Topographical) and DMM (Mechanical) have been disestablished at all pay grades.

The general rating of Surveyor (SV) has been disestablished at all pay grades, and a general rating of Engineering Aid (EA) has been established at pay grades E-6 through E-9. Two service ratings, EAS (Surveyor) and EAD (Draftsman) have been established at pay grades E-4 and E-5. The EA rating will be in the Construction Group (Group Eight) and will be open to advancement from the construction apprenticeships.

Aviation Electronics Technician (AT) has been redesignated a general rating in pay grades E-5 through E-9. The emergency service ratings and selected emergency service rat-

ings of ATR (Radar), ATN (Communications/Navigation Equipment), and ATS (Antisubmarine Equipment) have been disestablished in all pay grades. Four service ratings have been established at the E-4 level: ATR (Radar and Radar Navigation Equipment); ATN (Radio Navigation Equipment); ATS (Antisubmarine Warfare Equipment), and ATW (Airborne CIC Operator).

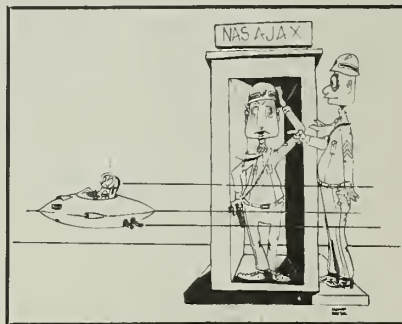
As for the Air Controlman (AC) rating, it has been changed from a general service to a general rating in all pay grades. The emergency service and selected emergency service ratings of ACT (Tower), ACR (Radar) and ACW (Airborne CIC Operator) have been disestablished in all pay grades.

As revised, therefore, the rating structures in these ratings will look like this:

Rating	Appropriate Pay Grades
SO (Sonarman)	E-9, E-8, E-7, E-6
SOS (Submarine)	E-5 and below
SOA (Airborne)	E-5 and below
SOO (Oceanographer)	E-5 and below
SOG (Surface)	E-5 and below
DM (Illustrator)	
Draftsman)	E-9 and below
EA (Engineering Aid)	E-9, E-8, E-7, E-6
EAS (Surveyor)	E-5 and below
EAD (Draftsman)	E-5 and below
AT (Aviation Electronics Technician)	E-9 through E-5
ATR (Radar)	E-4 and below
ATN (Radio Navigation Equipment)	E-4 and below
ATS (ASW Equipment)	E-4 and below
ATW (Airborne CIC Operator)	E-4 and below
AC (Air Controlman)	E-9 and below

Changes in rating in equal pay

All-Navy Cartoon Contest  
N. K. Rafsol, NW3, USN



"What could I do, Sarge? He had a base sticker."

grade will be handled as a routine administrative matter, and will be accomplished by COs of the men involved. The changes involve all petty officers and strikers, including Naval Reserve and Fleet Reserve personnel on active duty, and will be made in accordance with the below tables:

As will be noted from the above tables, in some instances COs are authorized to change an individual to one of two or more service ratings. The choice in each case will be at the discretion of the CO, who will consider your personal desires, along with your capabilities, experience, previous training and present duties, in arriving at a decision.

For example, if you are a draftsman (E-5 or below) now filling a billet in the operations office of any of the mobile construction battalions or naval construction staffs, or in a pub-

lic works office outside the continental U.S., you might be considered for change from DM to EAD. If, however, you are now filling a billet in topographical mapping, preparation of specifications, materials estimates or materials testing, you might also be considered for change to EAD.

With one exception, the August 1961 Navy-wide advancement examinations will be the first to reflect these changes. The exception will be in the case of the exams for ATW3, which will be given in February 1961.

Change 16 to the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) contains revised qualifications for the new rating structures. Enclosure (1) of BuPers Notice 1440 is a revised bibliography of training publications for advancement in rating, including mandatory Navy Training Courses.

If you are a candidate for advancement in any of the ratings discussed in this article, you must continue to complete mandatory training courses as indicated for the applicable pay grades, even though some of the courses cover the broad general rating rather than a particular service rating. This is because the Navy wants you to be familiar with the responsibilities of related service ratings even though you are being examined in your own service rating. If you are a candidate for advancement in a general rating you will be given an examination covering all service ratings within the general rating for which you are competing.

More detailed information can be found in BuPers Notice 1440 of 13 Dec 1960.

## Two AOs Return to Fleet

Two Fleet oilers — *uss Chipola* (AO-63) and *uss Chikaskia* (AO-54) have been recommissioned for service with the Atlantic and Pacific Fleets. They reported for duty in January.

Both ships took part in the invasion of Okinawa and Iwo Jima during World War II and were among the first to enter Tokyo Bay in 1945. They were placed out of commission in 1955, but *Chipola* had a brief return to active duty from January to November 1957 during the Suez crisis. *Chikaskia* served between Dec 1956 and Dec 1958 before being returned to mothballs.

Pay Grades	From	To
Draftsman (DM)		
E-6 and above	DM, DMS, DME, DMT, DMM	DM (Illustrator Draftsman)
E-4 and E-5	DM, DMS, DME, DMT, DMM	DM (Illustrator Draftsman) or EAD
Strikers	DM, DMS, DME, DMT, DMM	DM (Illustrator Draftsman) or EAD
All Grades	DMI	DM (Illustrator Draftsman)
Surveyor (SV)		
E-6 and above	SV	EA
E-4 and E-5	SV	EAD or EAS
Strikers	SV	EAD or EAS
Aviation Electronics Technician (AT)		
E-5 and above	AT	No change
E-4 and strikers	AT	ATN, ATS, ATR or ATW
E-4 and strikers	ATN	No change
E-4 and strikers	ATS	No change
E-4 and strikers	ATR	No change
Air Controlman (AC)		
All grades	AC	No change
All grades	ACR	AC
All grades	ACT	AC
E-4 and above	ACW	AC
Strikers	ACW	AC



## Questions Junior Officers Ask CNO, and His Answers

WHEN ADM ARLEIGH A. BURKE, USN, Chief of Naval Operations, pays one of his frequent visits to a ship or station, he doesn't spend all his time at banquets or top-level conferences. He usually manages to drop around to the working quarters and chit-chat with whomever he finds there.

As at any other bull session, the theme "Why doesn't the Navy . . . ?" frequently comes up. Some questions and suggestions arise time after time. Many reflect the concern of junior officers regarding their careers in the Navy.

Convinced that these questions are of equal interest to young officers he hasn't yet met, the Admiral compiled a list of the most frequently asked question and passed them on to VADM W. R. Smedberg III, USN, Chief of Naval Personnel, for the official Navy position on each.

The questions, with their answers, give an excellent picture of the Navy as a career. Below, you will find a discussion of some of these points. More will follow in future issues of ALL HANDS.

*I am not a college graduate. My performance indicates above average work. I do not want to waste two years of the Navy's time and money by attending a five-term program. If my performance continues as before, what is my career opportunity compared with a college graduate with lesser performance?*

It is true that a major factor in determining advancement in the Navy is performance. An estimate of an individual's capacity to assume positions of responsibility—based on his training and experience in comparison with his contemporaries—must always be a factor in determining not only advancement but also assignment in order to obtain the most effective officer corps.

In this regard, college training is not a waste of your time nor the Navy's. The equipment and tactics of our present Navy have very dramatically shown a very urgent need for highly trained personnel. This has been the motivating factor behind our present emphasis on post-graduate and service college education. To be eligible for most post-graduate training you must have a college background or the major

portion of work completed toward a college degree.

It would be difficult to determine the career advancement possibilities of a good performer with little or no college versus a performer of less quality and college training. The best qualification for career advancement is a combination of the best performance possible and the maximum amount of training and education obtainable—this should be the goal of every naval officer.

*Are any steps being taken to avoid the hump now present in the LCDR and CDR bracket for ensigns in the future?*

The hump in the LCDR and CDR area was caused by officers who were commissioned in large numbers between 1941 and 1945 to meet the requirements of World War II. At the present time ensigns are placed in year groups to meet requirements. They are closely controlled to insure that a hump is not developed and that the opportunity for a promotion to higher grades is held reasonably constant.

*What is the career potential for junior USN and USNR 1100 and 1300 officers?*

The promotion and professional advancement opportunities for such officers have never been brighter. The importance of the Navy in our nation's defense is steadily increasing, and these officers can expect to receive assignments which will ra-

pidly increase in responsibility and importance. In addition, the bulk of the officers commissioned in World War II are moving into the upper grades or are being retired. More vacancies and more opportunities for the junior officers will result. This includes opportunity for augmentation of USNR officers.

*Is there any plan contemplated which will increase the rate of promotion—possibly with outstanding merit as the basis—in order to enhance future prospects for career types?*

Yes, the Bureau of Naval Personnel is now in the process of gathering samplings to ascertain the best method of promoting, at an accelerated rate, those officers who are top performers. The system, when prepared, will also be a means by which an officer can tell how he compares with the other officers in his promotion zone (that is, top, middle, or bottom one-third).

*Why isn't more responsibility placed on each officer? A better officer corps would result.*

Only part of our responsibilities are "placed" on us; many of our responsibilities are ASSUMED when we put on our ensign's stripe.

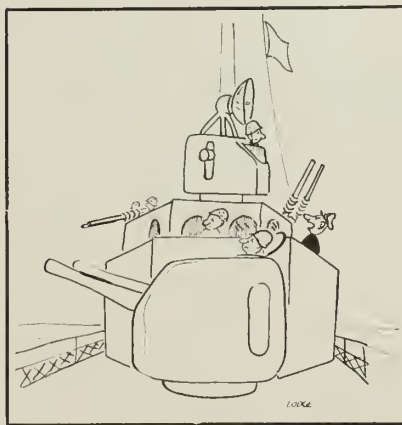
The opportunity for responsibility varies among our various types of naval units. In an AEW aircraft squadron, for example, an ensign or junior grade lieutenant has only a narrow area of responsibility; in a destroyer a junior grade lieutenant may find himself in charge of the entire engineering plant and all the engineroom and fireroom personnel—or as First Lieutenant, with all the ship's hull and equipment to maintain and the deck force to supervise.

Each junior officer's responsibility is all around him. Where the discharge of responsibilities placed upon him does not take the entire working day, he discharges his assumed responsibilities.

There is not a single skipper on a Navy bridge today who would not welcome the assumption of added responsibilities by his junior officers. There is no shortage of responsibility—there sometimes is a shortage of a sense of responsibility.

*Is there any new legislation in the mill for the retention of Reserve officers on active duty?*

All-Navy Cartoon Contest  
LT B. E. Lodge, USN



"Mr. Smith! When did you last align your battery?"

Yes. The last Congress considered the problem in great detail. The House of Representatives passed a bill (HR 5132) which would have granted extensive benefits to Reserve officers on active duty. The Senate did not agree with the House bill and instead passed a bill which was considerably more conservative in its benefits. Congress adjourned before agreement could be reached. The Cordiner Committee recommended that legislation be enacted in the area and the Department of Defense is on record as favoring Reserve retention legislation. Congressional reaction has been favorable as indicated above. The only problem is in obtaining agreement on the exact provisions which should be included in the legislation. It is likely that this problem will be solved and that the next Congress will enact a Reserve retention law.

*What is the future of Naval Air Reserve (TAR)? Is the plan to continue under present policy, or can we expect some major changes?*

The plan is to continue under present policy with an allowance of approximately 860 TAR officers and 8000 enlisted personnel in the aviation programs. The only major change planned is a redesignation of officer billets under the Reserve Program Billet (RPB) concept. A study currently being undertaken will identify all officer billets that have a primary responsibility for the training, administration and recruiting of the Naval Reserve as Reserve Program Billets (RPB).

These officer billets will be further identified as follows: "T" billet (Reserve officer only), "E" billet (either a Regular or Reserve officer) and "R" billet (Regular only).

Preliminary studies and sponsor recommendations indicate 52 "T" billets, 798 "E" billets and 3 "R" billets for a total of 853 officer billets within the aviation program with primary responsibility for Naval Reserve matters.

*Why is there always a big issue on federal housing? When a base is located in a new area, plans should then be made for adequate housing. It should be noted in these plans that the most numerous houses should have three bedrooms. Families with only two children of high school age, different sexes, should have a separate bedroom. I have*

ANSWERS TO QUIZ AWEIGH

1. (a) Three to four hours.
2. (b) Sunstroke.
3. (c) Four hours.
4. (b) Second degree.
5. (a) 18 inches.
6. (b) Give him stimulants.
7. (a) The bone has torn through the flesh.

Quiz Aweigh questions are on page 45.

*four children!*

It is recognized that adequate housing has been a problem. However, in recent years studies have been made and will continue to be made to assist in resolving housing shortages. For example, in 1955 the office of Analysis and Review (SecNav) made a statistical study based on family size and composition to assist in deciding the size of units to be constructed in the future.

In previous years, the mortgage limitations governing Wherry Housing somewhat limited the number of three and four bedroom units that could be constructed. The laws now governing Capehart Housing permit greater flexibility and the number of three and four bedroom units constructed are proportionately greater. A 1959 BuDocks Instruction states that normally 10 per cent of the units built for junior officers should be two bedrooms, 75 per cent three bedrooms and 15 per cent four bedrooms.

*What is the possibility of establishing transient housing for the use of military personnel and their dependents when they receive permanent change of station orders? This housing could be utilized for a short time by personnel checking in or off a station. If this is not feasible what, if any, measures are being proposed to compensate for the rising cost of obtaining temporary quarters, i.e., hotel, motel, etc., incurred while carrying out PCS orders. Perhaps a per diem arrangement such as is now in effect for TAD orders might prove to be an answer or a raise of the dislocation allowance to reflect the higher cost of living.*

Many naval installations already have so-called "transient housing" for incoming military personnel and their dependents (for example, New London, Mare Island). This policy is, however, dependent on the existence of an available supply of government operated housing and is

subject to control by the local commanding officer. Generally, members departing a station stay in their permanent quarters until the day they leave; a notable exception is that of members in overseas stations who are entitled to Temporary Lodging Allowance during the 10-day period preceding their detachment, provided that they have vacated government quarters.

The Department of Defense has sponsored at least two legislative proposals to raise allowances. One would raise the travel per diem from the present maximum of \$12 to \$15. The other would provide for allowances on permanent change of station about as follows: For the member, \$12 per day; for dependent wife, \$6 per day; for each child over 12 years of age, \$6 per day; for each child under 12 years of age, \$3 per day; in addition, when travel is performed by privately owned vehicle, a mileage allowance of 15 cents per mile would be paid. The dislocation allowance (DLA), instituted in 1955, is itself, of course, a recent measure to compensate for costs incurred during PCS moves.

*Each year a number of benefits are curtailed or limits of service are cut back. Why? Are we different from what we were five or 10 years ago? There was a need for them then—just as now! As I read about foreign areas, much is expended by the U.S. annually to improve the standard of living of people in foreign lands. All well and good—but why not do the same for our own armed services?*

This is the sort of question which has its basis in rumor and misinformation. Fringe benefits are NOT cut back each year. To the contrary, benefits available to the armed services are possibly greater now than at any time in the past. For example:

*Contingency Option Act of 1953.* For the first time in history, it is possible for a deceased retired Navyman's surviving dependents to receive a portion of his retired pay. Formerly, when he died, his retired pay also expired.

*Social Security Coverage.* Legislation which became effective on 1 Jan 1957 put all active-duty military personnel under Social Security on a full participating basis, rather



than providing the limited gratuitous credit and reduced benefits which formerly existed. The new Act enables the individual to receive his retired Navy pay or any form of pension or compensation from the Veterans' Administration plus old age insurance payments upon reaching age 65.

*Dependents' Medical Care.* Effective on 7 Dec 1956, Navy dependents for the first time as a matter of right became entitled to certain medical, surgical, and hospital care at military or civilian facilities with all expenses borne by the government.

The trend in recent years has been in the direction of improvement of major benefits to the armed services. Our standard of living, the highest in the world, is enjoyed to the maximum practicable extent by our armed services.

*I left my home state at 17 and have not returned except for visits and military duty. I don't consider it my legal home but I'm afraid that the state will feel that it is. I don't plan to live there. Now—why can't naval personnel have federal citizenship only? And why not federal tags for our car?*

The law says that everyone must have a legal home (or domicile) and this is a reasonable requirement. A domicile once acquired is retained until another domicile is established. To establish a domicile a person must be physically present in the new locality and must have an intent for that place to be his home (not just a transient residence). State and local personal taxes and voting privileges are based essentially on domicile. There is no reason that a serviceman should not pay his reasonable share of taxes, and certainly he should have the privilege to vote. The Soldiers and Sailors Relief Act protects the serviceman from double taxation, but does not relieve him from the normal taxes of his place of domicile.

Federal citizenship would not accomplish any useful end for a serviceman unless it was accompanied with a provision of law excusing the serviceman from local taxes. Why shouldn't we pay our fair share for police protection, fire protection, schools and the many other services furnished us by local governments?

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all

Navy commands; BuPers Instructions and Notices apply to all ships and stations.

## Alnavs

No. 45—Announced approval by the President of reports of selection boards which recommended line officers on active duty for temporary promotion to the grade of lieutenant and women line officers to the grades of lieutenant commander and lieutenant.

No. 46—Cautioned all hands to exercise great care in driving during the holiday season.

No. 47—Announced details of ticket sales of Navy-Missouri football

## WAY BACK WHEN

### Salty Talk from the Old Timers

Most shipboard terms go back many years, and have a permanency about them. Some terms, however, have just about gone by the board, and are seldom, if ever, used today.

Here are some of these terms—terms that were once in the everyday speech of bluejackets of 75 or 100 years ago.

Shakings were the odds and ends of yarns and small ropes found on deck after a period of working with rope. The shakings were swept up and put into a bag. Later the shakings were added to other shreds of rope fiber (oakum). Oakum was used for caulking the seams of a ship and for stuffing rope fenders.

Girtling was a block-and-tackle term. It pertained to a line rove through a single block rigged at the masthead. This single-whip device was chiefly used for hauling aloft spars and other rigging. A special form of girtling was the hammock girtling. It looked much like a clothes line and ran from the jackstaff to the foremast. After the crewmen scrubbed their hammocks they secured them to the hammock girtling to dry.

Bull-earings were lengths of well-worn manila rope that resembled a large and elongated eye splice. They were used to bend the upper edge of a square sail to the yard supporting the sail.

Flemish horses were small foot-ropes at the end of a yard. They were used by yardarm men when reefing sail.

Gammoning consisted of the iron straps, nuts and bolts and other rigging used to secure the bowsprit to the ship's stem.

Putting a sailing ship through its paces called for some pretty complicated evolutions, as can be imagined. The heard-no-more names of these evolutions were in-

teresting in themselves. Chapelling the ship, box hauling, scandalizing the mizzen, clawing off, and clubbing were a few.

Of these, clubbing was probably the least intricate. An example of clubbing would occur when the CO of a sailing ship, in a rapid and winding river, wished to take his ship downstream to the sea. It was a matter of partly drifting downstream and partly sailing downstream.

The bow anchor was heaved in until it was under foot, just touching the bottom but not digging in. In addition to being connected to the ship by the anchor cable (at the bowl the anchor was also connected by a large hawser to the ship's quarter. At the desired time the anchor cable was paid out and the anchor took hold on the bottom. A strain was then taken on the hawser running to the quarter. This imparted a force that would result in a desired change in the ship's heading. With the ship heading in the right direction, sails would be set to take her out to sea.



game at Orange Bowl, Miami, Fla., 2 January.

No. 48—Announced approval by the President of the report of a selection board which recommended line officers on active duty for temporary promotion to the grade of lieutenant.

No. 49—Discussed Navy Department non-appropriated fund activities.

No. 50—Extended best wishes to all hands from William B. Franke, Secretary of the Navy.

No. 51—Required that the issue and use of certain drugs be suspended.

No. 52—Announced approval by the President of the reports of selection boards that recommended officers on active duty for promotion to lieutenant commander, Medical Corps, Supply Corps, Chaplain Corps, Civil Engineer Corps, Dental Corps, Medical Service Corps and Nurse Corps; and to lieutenant, Supply Corps, Chaplain Corps, Civil Engineer Corps, Medical Service Corps and Nurse Corps.

No. 53—Discussed supplies and services to be procured from foreign sources and used outside the United States.

No. 54—Provided further information concerning the return of Navy dependents from overseas.

No. 55—Warned that special precautions should be taken to avoid overpayments of per diem for authorized holiday leave.

## Instructions

No. 1110.4A—Sets forth the requirements for participation in the nationwide competitive examination for appointment to cadetship in the U. S. Coast Guard.

No. 1210.7A—Outlines the general policies and procedures to be followed in providing special training and indoctrination for USN line officers, code 1310, who have been removed from flight status and assigned to the 1100 code.

No. 1310.28A—Contains information concerning the assignment of officers to nuclear submarines.

No. 1500.25G—Announces dates for fiscal year 1962 for classes at training activities under the management control of the Chief of Naval Personnel.

No. 1520.68A—Restates information on the Navy Nuclear Power

Training program (surface ship) and informs officers how to apply for training.

## NOW HERE'S THIS

### Meet AEVTKS-19

Chances are it would confuse the rest of the Navy thoroughly, but the crew of the ammunition ship *USS Diamond Head* (AE 19) might be pardoned for contemplating a change in hull number to AEVTKS 19.

They're versatile, that's why.

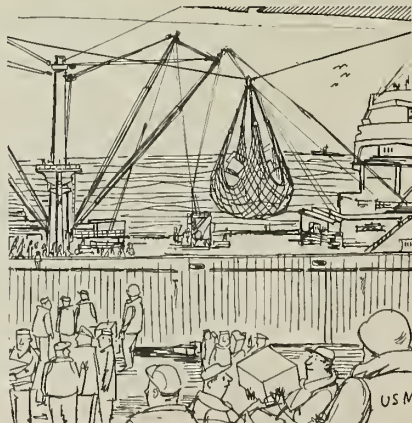
Versatility's a highly prized virtue nearly everywhere. There isn't a major league baseball manager, for example, who wouldn't cheerfully give his right arm for a utility infielder capable of handling two or three positions with equal facility.

It's true in the Navy too—and *Diamond Head* is the current apple of Commander Sixth Fleet's eye. Twice within the space of a few days recently she departed her normal role to step in and provide emergency service to the Fleet.

First of all, she temporarily suspended her routine ammunition supply work to race to Cannes, France, and Leghorn, Italy, to take aboard three jets and an A4D from the attack aircraft carriers *Saratoga* (CVA 60) and *Intrepid* (CVA 11) respectively.

Then, back in Naples, her short-lived status as a utility carrier (AVT) completed, she shifted smoothly to another field—that of the general stores issue ship (AKS). *Saratoga*, it seems, was in dire need of emergency restocking, so *Diamond Head* loaded aboard some 110 tons of everything from jet engines and afterburners to ship's store goods and took off again for Cannes.

Actually, *Diamond Head's* crew is pretty blasé about the whole deal. They're inclined to shrug it off as "all in a day's work"—and besides, they don't really think the Navy would let them carry a hull number like that anyway.



No. 1560.6B—Deals with the administration of USAFI tests and testing sections.

## Notices

No. 1510 (21 November) — Announced an advance change to the *Enlisted Transfer Manual* (NavPers 15909) which was made necessary by the requirements outlined in Alnav 31.

No. 1221 (22 November) — Provided instructions for specific coding actions required upon receipt of Change 3 to the *Manual of Navy Enlisted Classifications* (NavPers 15105B).

No. 1020 (25 November) — Announced the establishment and authorization for wearing the Command at Sea insignia.

No. 1750 (25 November) — Disseminated information concerning the preparation of revised tables of percentage reduction of retired pay and conversion tables under the Uniformed Services Contingency Option Act.

No. 4631 (25 November) — Advised naval commands and activities of the possible delays that may be encountered by personnel who planned travel via MATS on a space-available basis during the Christmas and New Year's leave period.

No. 1520 (2 December)—Requested applications from commissioned USN and Marine Corps officers and midshipmen for Navy sponsorship in the 1961 Rhodes Scholarship competition.

No. 1020 (13 December)—Implemented recently approved changes to *U. S. Navy Uniform Regulations*.

No. 1440 (13 December) — Announced certain changes in the rating structure and provided a new bibliography of training courses and study materials for affected ratings.

No. 1210 (16 December)—Invited applications from certain permanently commissioned USN line officers for transfer to the Regular Navy Civil Engineer Corps.

No. 1430 (20 December)—Called attention to the most common errors in submission of information to the Naval Examining Center in advancement in rating documents.

No. 1430 (21 December) — Described advancement opportunities for enlisted personnel.



## Command-at-Sea Insignia Are Now Available, Requirements Are Listed

You can now recognize a commanding officer of a commissioned ship or aircraft squadron in the Fleet by a new Command at Sea Insigne which he wears on his right breast. If he is a former CO, the device will be worn on the left breast.

The new insignie is a metallic gold star superimposed on anchor flukes and an unfurled commissioning pennant. The insignie is available in Navy Exchanges, ship's stores afloat and Navy uniform shops.

Officers in the grade of captain or below are eligible to wear the new device.

The following criteria apply for officers currently in command of commissioned ships or aviation squadrons:

- Commissioned ships must be in active status.

- Aviation squadrons must be those that operate with or in direct support of the Fleet.

- Commanding officers of aviation squadrons who remain at an administrative headquarters ashore while units or detachments are deployed or operating at sea are NOT eligible.

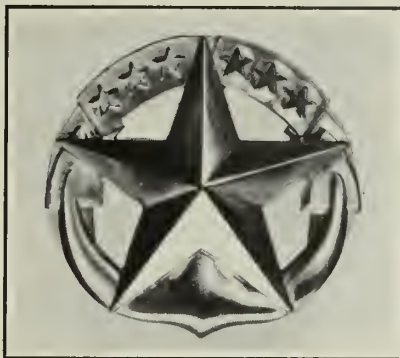
- An officer who is only temporarily in command (for example, during absence or illness of the CO), is also NOT eligible to wear the device.

Unit commanders (captain and junior thereto), including air group commanders, of the above ships and squadrons that meet the criteria are eligible to wear the Command at Sea Insigne.

Officers who have successfully completed a normal tour of duty in command of commissioned ships or aviation squadrons must meet the following criteria:

Commanding officers should have commanded a commissioned ship or aviation squadron in active status, as described for officers currently in command, for a period of not less than six months, and at least one half of that period must have been in an operating status. Those officers removed from command for cause are NOT eligible to wear the insignie.

BuPers Notice 1020 of 25 Nov 1960 authorized officers who are currently in command as a result of orders from the Chief of Naval Per-



sonnel to wear the Command at Sea Insigne.

Other officers who consider themselves eligible must submit a request to their commanding officers or immediate superiors, as appropriate, for authorization.

## TV Series Now Available from Navy Motion Picture Service; New Movies Are Listed

Four TV series have recently been made available to ships through the Navy Motion Picture Service. These, like the motion pictures listed below, may be obtained at Bldg. 311, Naval Base, Brooklyn 1, N. Y.

Two of these one-hour TV shows will be packaged together for a 108-minute program. Commercials have been deleted. However, these TV programs may be shown aboard ship only. They are not to be exhibited at shore stations. Below, you will find a listing of movies and TV programs made available in December.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

### Motion Pictures

*Last Days of Pompeii* (1631) (C) (WS): Melodrama; Steve Reeves, Christine Kauffman.

*Sons and Lovers* (1632) (WS): Drama; Trevor Howard, Dean Stockwell.

*Cage of Evil* (1633): Melodrama; Ron Foster, Pat Blair.

*Sign of Zorro* (1634): Western; Guy Williams, Henry Calvin.

*Nights of Lucretia Borgia* (1635) (C) (WS): Melodrama; Belinda Lee, Jacques Sernas.

*Breakout* (1636): Melodrama; Richard Todd, Bernard Lee.

*The Brides of Dracula* (1637)

(C): Melodrama; Peter Cushing, Freda Jackson.

*Studs Lonigan* (1638): Drama; Christopher Knight, Katherine Squire.

*The Lost World* (1639) (C) (WS): Melodrama; Michael Rennie, Jill St. John.

*The High Powered Rifle* (1640): Melodrama; Willard Parker, Allison Hayes.

*Seven Ways From Sundown* (1641) (C): Western; Audie Murphy, Barry Sullivan.

*Pollyanna* (1642) (C): Melodrama; Jane Wyman, Richard Egan.

*The 39 Steps* (1643) (C): Melodrama; Kenneth More, Taina Elg.

*Magic Boy* (1644) (C) (WS): Animated cartoon.

*The House of Usher* (1645) (C) (WS): Melodrama; Vincent Price, Myrna Fahey.

*All the Young Men* (1646): Drama; Alan Ladd, Sidney Poitier.

### Television Programs

5004 TV-1 (Series) *Wagon Train*—Western; (Episode) The Mary Halstead Story.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Race to Cincinnati.

5005 TV-1 (Series) *Wagon Train*—Western; (Episode) The Clara Beachamp Story.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Unwilling.

5006 TV-1 (Series) *Bonanza*—Western; (Episode) The Hanging Posse.

TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) The Noise of Death.

5007 TV-1 (Series) *Bonanza*—Western; (Episode) The Sisters.

TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) Ma Barker and Her Sons.

5008 TV-1 (Series) *Wagon Train*—Western; (Episode) The Nels Stack Story.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Long Trail.

5009 TV-1 (Series) *Wagon Train*—Western; (Episode) The Emily Rossiter Story.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Strange Request.

5010 TV-1 (Series) *Bonanza*—Western; (Episode) The Last Trophy.

TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) You Can't Pick the Numbers.

5011 TV-1 (Series) *Bonanza*—Western; (Episode) Mr. Henry Comstock.

TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) The Jake Lingle Killing.

5012 TV-1 (Series) *Wagon Train*—Western; (Episode) The Les Rand Story.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Path of the Eagle.

5013 TV-1 (Series) *Wagon Train*—Western; (Episode) The Honorable Don Charlie Story.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Witness No Evil.

5014 TV-1 (Series) *Bonanza*—Western; (Episode) Vendetta.

TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) Ain't We Got Fun.

5015 TV-1 (Series) *Bonanza*—Western; (Episode) Deide Schiemer.

TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) Vincent Mad Dog Coll.

5016 TV-1 (Series) *Wagon Train*—Western; (Episode) The Willie

Moran Story.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Landlubbers.

5017 TV-1 (Series) *Wagon Train*—Western; (Episode) The Jean Lebec Story.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Tampico Raid.

5018 TV-1 (Series) *Bonanza*—Western; (Episode) Feet of Clay.

TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) Mexican Stake Out.

5019 TV-1 (Series) *Bonanza*—Western; (Episode) The Outcasts.

TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) Artichoke King.

## HOW DID IT START

### The Navy Uniform

Every enlisted man knows his uniform is traditional. Yet ask him the origin of some items of dress, and you may be surprised at his answer.

Some may know, others may think they know, while still others may not even attempt to guess.

Many parts of the uniform originated in the Royal Navy. The stripes on the collar of the dress blue jumper are just one example. Many sailors believe these three stripes commemorate the three victories of the British Admiral Lord Nelson. History, however, tells us that the three stripes were authorized by the British Admiralty in 1857 simply for decorative effect. It seems that before that time enlisted men had decorated their collars with all sorts of white designs. The U.S. Navy picked up the three-stripe idea from the British.

The neckerchief also comes to us from the Royal Navy. And here, many Navymen mistakenly believe that the black neckerchief was first worn at the funeral of Lord Nelson. Although sailors undoubtedly wore black at his funeral, neckerchiefs actually date back to earlier times.

Back in the old, old Navy, many sailors wore their hair in pigtails which hung down their backs. The pigtail was made stiff and held in place with grease or tar.

To protect the uniform, the men first wore a piece of cloth around the neck which was eventually sewn to the uniform and became a part of it. They used bandanas or large handkerchiefs to keep the grease from their clothing. Other sailors used a large black handkerchief—probably carried around their necks—to remove perspiration.

Through the years the black cloths became today's neckerchief.

The color of our uniform is also a legacy of the British Navy. In the middle of the 18th century the British Admiralty was asked to standardize the Navyman's uniform. In a move to do this, Admiralty officials asked some officers to appear before them in a uniform which they considered appropriate. Several colors and designs were presented, but a blue uniform with white trim was selected.

Thirteen-button trousers seem to belong only to the U.S. Navy, yet here again there has been some doubt as to the reason for the number of buttons. Many men believe that the 13 buttons symbolize the 13 original U.S. colonies. This, as far as we can tell, is not true. In 1894 the trousers had seven buttons, and later, when the trousers were redesigned, 13 buttons were used, apparently with no particular significance as to number.



### Newest and Most Modern — Naval Hospital, Great Lakes

If you happen to get sick while in the Great Lakes (Illinois) area, you'll have the newest and most modern of naval hospitals at your disposal.

After eight years of planning and construction, the U.S. Naval Hospital, Great Lakes, has come into being. The 800-bed facility replaces many World War II wooden barracks-type wards. A T-shaped, 15-story building, it is built to support an additional 700 beds, should an emergency arise.

In addition to 26 wards, the new hospital contains its own post office, bank, chapel and Navy Exchange outlet. Hospital facilities include 13 operating rooms, plus modern physical therapy and rehabilitation departments.

Features of special interest include: A closed-circuit TV system; piped oxygen system; sonic energy instrument-cleaning unit; emergency electrical system; overhead anaesthesia panels in each operating room, and a radiant-heat snow-melting system under the service drive and loading area.

The hospital was built of structural steel with brick and glass walls. Certain key areas of the hospital have conductive flooring so that no static electricity can be gathered by patients, hospital staff, or equipment.

Great Lakes is headquarters of the 9th Naval District, the nation's largest, which includes thirteen states.



# Roundup on Assignment and Rotation of Ensigns and LTJGs

IF YOU FIND YOURSELF confused by the procedures employed to determine the assignment and rotation of junior officers (ensigns and lieutenants, junior grade), you'll find many of the answers in BuPers Inst. 1301.33A. It's a down-to-earth presentation specifically designed to give a better understanding of these principles. (Assignment of aviation personnel is covered by BuPers Inst. 1301.35, discussed on pp. 48-49 of the August 1960 issue of ALL HANDS.)

Assignment of junior line officers is strongly influenced by the need for men qualified at sea. Thus, assignment to sea duty of all newly-commissioned Code 11XX officers is a practice followed to the greatest possible extent consistent with the needs of the service. However, deviation from this pattern is sometimes caused by three factors:

- The large number of officers assigned to the shore establishment.
- The large number of officers on active duty whose period of obligated service is for two or three years.
- The limited number of Regular officers, particularly lieutenants. Many of the billets written for higher grades must be filled with LTJGs and ensigns.

## Assignment for LTJG and ENS (1100)

If you are commissioned originally as an 1100 officer (but not ordered initially to submarine or flight training or shore or staff duty) you will first be ordered to duty in ships for three to five years—a step taken to provide experience and necessary qualifications leading to command. In general, you will be scheduled to remain in your first ship for about two years.

Early assignment to a lieutenant's billet (department head in a small combat ship) would be advantageous, not only to your best professional interest, but also to the Navy. Therefore, if at any time during your first two-year duty assignment, you are able to qualify for a lieutenant's billet, you will be reassigned. The reassignment will be for about 24 months and will take into consideration the earned qualification, your own wishes and the needs of the service.

All-Navy Cartoon Contest  
D. F. Joachim, J03, USN



"Damn the mosquitos—full speed ahead!"

An officer approaching qualification should advise the Chief of Naval Personnel, by means of the Officer Preference and Personal Information Card (NavPers 2774), of his desires concerning his next assignment. Official requests for retention in the same ship or for transfer to another ship will be carefully considered by the Chief of Naval Personnel.

If qualified, you may request orders to submarine or flight training during the early part of your career. Other selected lieutenants (junior grade) may be ordered to commanding officer or executive officer billets in small ships or to billets in afloat staffs, including aide billets. In this respect, your wishes, as indicated on your 2774 card, will be given as much consideration as possible.

Those who might be reassigned to a shore billet in the normal course of events at the end of the first phase (three to five years) of their careers, but who prefer to remain at sea to attain more professional experience and qualifications at sea (particularly in commanding officer, executive officer or staff billets), may request such assignments. This may be done by an official letter request to the Chief of Naval Personnel (Pers B114).

If you have been commissioned originally from the NROTC program, and have not indicated your intention to apply for retention as an officer of the Regular Navy, you will normally complete the third year of your obligated service in the same ship, if you have a lieutenant's billet

or expect it within a reasonably short time. Those who are qualified and cannot fleet up on their ship may be reassigned to another ship or staff of the same type, where they can fill such a billet. On the other hand, those who are not scheduled to fill a lieutenant's billet and who do not officially request other assignment, may be used in the same type ship program, or be assigned to billets in afloat staffs, or to shore billets.

*Initial assignments for submariners*—Upon graduation from Submarine School, you may generally expect at least a three-year tour in operating submarines. Submarine program assignments are based on the needs of the service and your professional development. It is during the first sea period that you become eligible for advanced training in nuclear power.

## Sea/Shore Rotation for LTJG and ENS (1100)

The initial assignment at sea normally runs from three to five years. After this time, most Code 1100 officers are ordered to billets ashore. Duty may include postgraduate instruction, instructor duty at one of the NROTC universities or at the Naval Academy; billets at training activities; duties in offices of the Navy Department, including the office of CNO and the various bureaus, and various other billets.

Normally the length of the first shore tour is two years, but it may be extended to three years where certain postgraduate courses are involved. Submariners will usually be eligible for shore duty at the end of about six years' commissioned service.

## Assignment for LTJG and ENS (6xxx, surface line)

LDOs are assigned to ships and activities for employment in their specialty in order that their technical ability and experience may be fully utilized. Strong efforts are made at their ship or activity to assign them to primary duties consistent with their specialty—and to insure that additional duties do not unduly interfere in this regard.

LDOs of surface line categories are assigned to unrestricted line billets. There are no billets written for

LDOs. An individual officer's LDO classification is normally the prime consideration in assignment to duty.

The normal rotation plan calls for 24 to 30 months at sea and two years ashore. In those cases where the LDO fleets up to department head or an equally responsible staff billet, he may be toured up to 36 months in order to serve at least one year in the billet.

## Assignments for LTJGs and ENSs (1105)

Initial assignments to the Fleet or the shore establishment are governed by service requirements, special requirements, special qualifications, individual preference, and expressed career motivation. The pattern is:

- *Three-year service obligation* — If assigned to sea duty you are tentatively scheduled to remain in your first assignment for about 24 months. If you fleet up to a lieutenant's billet either in a ship or staff you will generally complete a three-year tour. On the other hand, if you are considered qualified to fleet up to a lieutenant's billet but are blocked, you may expect to be reassigned to other ships in the same type or to shore staff billets requiring sea experience and qualification.

The determination of these assignments will be on the basis of service needs and on your wishes as expressed via your 2774 card. An expression of desire for rotation to another type ship or duty ashore should be accompanied by a request for extension, if applicable, to insure a two-year tour in the ship or to meet the tour-length requirement described in the Officer Fact Book (NavPers 15898).

- *Two-year service obligation* — Assignment is made either to sea or shore. The normal tour is two years in one billet. Those initially assigned ashore who request sea duty after 12 months in first assignment—and who will assume sufficient obligated service to complete a two-year tour—will, if service needs permit, be ordered to sea.

## Extension and Augmentation for LTJG and ENS (1105)

If you wish a career or rotation of duties which would provide a background comparable to that of your USN contemporaries you may, at any time, request an extension of ac-

## Naval Officer's Guide Ready in New Edition

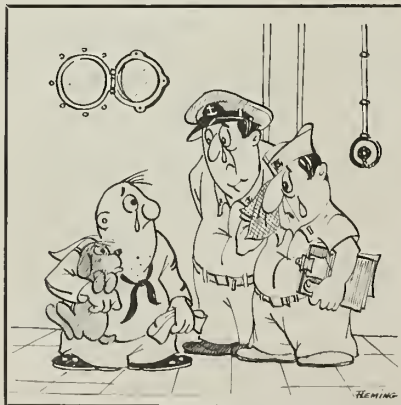
The fifth edition of *The Naval Officer's Guide* is off the presses, and is now available for purchase.

This latest edition of the popular work by RADM Arthur A. Ageton, USN (Ret.), has been completely rewritten and updated by the author in collaboration with CAPT William P. Mack, USN. A *Polaris*-age edition designed to "assist the young officer in meeting the challenging demands placed upon him by the Navy in the world today," it provides between one set of covers all the information for which an officer would otherwise have to hunt through many volumes and manuals.

It is a 649-page volume with illustrations and appendices. Among topics covered are: "Our Navy and the Challenge to Our Free World"; "First Station"; "Military Duties of the Naval Officer"; "Naval Courtesies, Honors, and Ceremonies"; and assorted other subjects right through to "Retirement."

tive duty. Requests will receive favorable consideration, consistent with the needs of the service and in accordance with individual records of qualification and performance. For assignment purposes, those officers extending for career rotations or applying for augmentation are

## All-Navy Cartoon Contest ENS J. E. Fleming, USN



"That's the saddest story I've ever heard, Hogan, but you still can't bring your dog aboard."

considered as code 1100 officers and are assigned accordingly.

## Related Assignment/Rotation Matters for LTJG and ENS

- *Instruction between duty stations* — As a part of career planning for each officer—and if called for by various factors, including the needs of their next ship or activity—LTJGs and ENSs are ordered to various courses of instruction in Fleet and other schools while en route. Inasmuch as most courses convene on specific dates, your availability date and the convening date of the school must be compatible.

An example of between-duty-station schooling for career planning may be found in the case of a Lieutenant JG who has completed two years of engineering duty in a small combatant ship and is under orders to a large combatant ship or amphibious type. Such an officer may be considered for CIC school or an appropriate Fleet training school for a course other than engineering. He would be ordered there before reporting to his new station.

Another example may be found in an ENS being ordered to a ship as a prospective damage control officer. Such an officer may be routed through a damage control school en route to his ship.

If you wish to be considered for a certain course of instruction between duty stations, it is appropriate to make note of this desire in the "Remarks" section of your 2774 card.

- *Extension of Active Duty* — One requisite for reassignment is sufficient obligated service to make the transfer economically feasible. For assignment to shipboard duty, particularly in a different type ship, you normally should have sufficient obligated service to complete approximately 24 months in the billet.

For assignment to overseas duty, you should have sufficient obligated service to complete the prescribed tour of duty for the area.

Details about the submission of requests to remain on active duty beyond the normal period of obligated service are listed in BuPers Inst. 1926.1C, Change 1.

In the case of an officer with insufficient obligated service who requests a change of duty, it is appropriate for him to include an

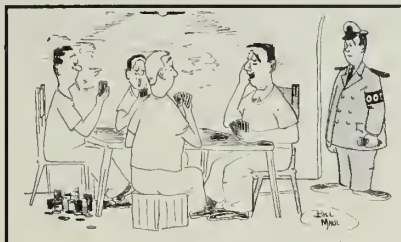


agreement to extend for the required period of active duty if reassigned as requested.

• **Rotation Procedures**—Procedures at the Bureau of Naval Personnel provide for the automatic review of the records of each lieutenant (junior grade) and ensign about four months before the date scheduled for normal reassignment. At that time, duty and school preferences are noted and the officer situation in the particular ship or station is reviewed. In so doing, attention is given to such items as record of performance, prospective losses and assignments and operating schedules. After due consideration of those items, the next assignment and en route schooling are determined.

• **Issuance of Orders**—The Chief of Naval Personnel tries to provide officers scheduled for new duty as-

**All-Navy Cartoon**  
W. R. Maul, CT1, USN



"Oh, for heavens' sakes, fellows! Am I the 'Old Maid' again?"

signments with the maximum amount of advance notice. To this end, every effort is made to give advance notice as follows:

*Minimum—one month*

*Standard—two months*

*Optimum—three months*

Exceptions are kept to a minimum.

• **Officer Preference and Personal**

**Information Card (NavPers 2774)**—The 2774 cards are an important part of the detailing records maintained at the Bureau of Naval Personnel. No assignment is made without reference to them. This information is viewed by the assignment officers as reflecting the submitting officer's current preferences and current personal problems—preferences and problems that deserve consideration in the assignment.

Officers are encouraged to forward a revised 2774 card whenever there has been any change in conditions that might possibly affect their assignment—such as change of preference, dependency, additional education, or schools completed. Of extreme importance to each officer are the prompt submission and a conscientious completion of all applicable sections of the card.

## **ALL HANDS Wants to Tell Your Story**

ALL HANDS magazine wants to know about your ship, your command, and about you if you have an interesting story to tell.

All Navymen—not only journalists, photographers and public information officers—are encouraged to submit to ALL HANDS material which they consider interesting to other Navymen. All submitted material is carefully considered for publication.

Here are a few suggestions and pointers that may help you get started in the right direction:

Articles about new types of unclassified equipment, unclassified research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours in hobby shops, daily shipboard activities, sports and recreation, training, and humorous and interesting feature subjects are all of interest to our readers.

We do not use poems, songs, stories on change of command, or the editorial type of article. Also be careful not to submit material uncomplimentary to individuals or libelous in nature.

Photographs which illustrate the above subjects are very important to the articles—and desirable, if you have them. (However, don't hold back a good story because you

don't have any photographs.)

Clear, well-identified, 8-by-10 (if possible) glossy prints add immeasurably to the value of your written material. All persons in the photographs should be identified by full name and rate or rank. Location and general descriptive information must also be included in the cutline along with the name of the photographer.

Don't send pictures of teams or large groups who are "mugging" the camera—we prefer action pictures. Also make sure all personnel are in the proper uniform and not in slovenly poses. Hats should be squared, pockets empty (no cigarettes or pencils), sleeves rolled down, and men not obviously in need of a haircut. ALL HANDS is unable to use hundreds of submitted pictures each year because of these reasons.

Photographs of such routine ceremonies as a new CPO eating his first meal in the CPO mess or a blood donor lying on a cot are of little value to us. Here again, we receive hundreds of photos like these, and they all show almost the same thing.

Written material should be typed, double-spaced on one side of the paper, with the writer's name and rate or rank shown someplace on the copy. If the ma-

terial is being sent exclusively to ALL HANDS, say so.

Photographs should be mailed flat with stiff cardboard reinforcement. Do not write on the back of the photos with a sharp pencil or pen, and do not staple or pin material to the photos.

If your article is timed for a certain date or event, it must be in the hands of the editor before the first of the month prior to intended publication. Thus, 1 June is the absolute deadline for the July issue, and the material should be in one or two weeks before, if at all possible. Extensive research, rewriting or security clearance may hold up material for some time after it reaches ALL HANDS, so submit your material early.

Address material to ALL HANDS (a forwarding letter is not necessary) as follows:

*Editor, All Hands*  
1809 Arlington Annex  
Navy Department  
Washington 25, D.C.

From time to time ALL HANDS is accused of hitting one ship, or activity, or area too hard, and forgetting about others. The only reason we run articles about other ships and stations and about other Navymen is probably because they submitted an interesting article and you did not.

# DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ REES, William L., VADM, USN, for exceptionally meritorious service to the United States as Commander Naval Air Force, U.S. Atlantic Fleet from May 1956 to September 1960. Vice Admiral Rees achieved a significant improvement in the combat readiness of his forces which, in turn, was reflected in improved combat capability of Atlantic Fleet, Sixth Fleet and North Atlantic Treaty Organization forces. His foresight and wise planning contributed materially toward expediting the early operational readiness of the *Forrestal* Class aircraft carriers, thus enhancing Fleet readiness. The improved air warfare capabilities of naval aircraft assigned to the Atlantic Fleet forces is indicative of the astute training policies used by Vice Admiral Rees.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."

**Gold Star in lieu of Second Award**  
★ WATKINS, Frank T., RADM, USN, for exceptionally meritorious conduct in the performance of outstanding service as Commander Antisubmarine Force, U.S. Atlantic Fleet, from March to 8 Aug 1957, at which time this force was superseded by the Antisubmarine Defense Force Command, U.S. Atlantic Fleet, which he commanded until 8 Aug 1958; as Commander Ocean Sub-Area, U.S. Atlantic Fleet, and Commander U.S. Atlantic Sub-Area and Ocean Sub-Area Atlantic in the North Atlantic Treaty Organization from March 1957 to 8 Aug 1958; and as Commandant, Thirteenth Naval District, from 27 Aug 1958 to 31 Dec 1960. Exercising a high degree of professional ability, Rear Admiral (then Vice Admiral) Watkins organized and became the first Commander Antisubmarine Defense Force, U.S. Atlantic Fleet, a dynamic operational command for the defense of the East Coast and a key command in the defense posture of the continental United States.

★ McDONALD, Edwin A., CAPT, USN, for exceptionally meritorious conduct in the performance of outstanding service as Commander Task Unit 43.1.3 with the United States Naval Support Force, Antarctica, during Operation Deep Freeze 60. Exercising a high degree of professional skill and leadership, Captain McDonald planned and directed the first penetration of the Bellingshausen Sea, Antarctica, by surface vessels. He then organized his units in order to gain the maximum scientific value from this penetration, carrying out geological, oceanographic and biological surveys of great importance in this previously unexplored region. Deploying the ships of his task unit along the coast of the Thurston Peninsula, he succeeded in delineating the coastline and discovering many new geographical features, although the coastal waters were completely unsounded. In addition, he directed operations which resulted in the rescue of the Danish vessel, *Kista Dan*, which was carrying the British Antarctic expedition.

★ STEELE, George P., II, CDR, USN, for exceptionally meritorious conduct in the performance of outstanding services from 1 Aug to 14 Sep 1960 as commanding officer of *uss Seadragon*, SS(N) 584. Under Commander Steele's excellent leadership, *Seadragon* successfully negotiated the hazardous Northwest Passage from the Atlantic Ocean to the Pacific Ocean via the Arctic Basin. During this cruise, the first accurate measurements of the underwater area of icebergs were accomplished and all other operational and scientific objectives achieved, resulting in the accumulation of information and technical data of great value to the United States.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ AMMAN, Bernard, CDR, USN, for heroic conduct in rescuing three servicemen from a burning automobile which had crashed into a tree at Newport, R.I., on 29 Jul 1960. With three of the four occupants unable to get out of the flaming wreckage, Commander Amman immediately proceeded to remove the victims from the car to a nearby ditch for protection against

a possible gasoline explosion. He then moved the fourth occupant, who had been thrown clear of the vehicle, to a position of safety.

★ GOODING, Callis C., AD2, USN, for heroic conduct as crewman of a helicopter which crashed on 22 Apr 1956 while engaged in searching for a downed aircraft in the vicinity of Pine Mountain, Ventura County, Calif. Thrown clear of the helicopter by the initial impact (when the craft went out of control, crashed to the ground from an altitude of approximately 30 feet, and began burning near the tail section), Gooding, although injured, immediately proceeded to the crashed helicopter and succeeded in removing the two remaining occupants, one of whom was unconscious, moments before the helicopter exploded in a shower of flaming wreckage. Gooding promptly and courageously risked his own life to save the lives of others.

★ LEAVITT, Donovan R., HM2, USN, for heroic conduct while serving as range corpsman during a flame-thrower firing exercise at Camp Kinser, Okinawa, on 24 Feb 1960. When a flame thrower developed a malfunction while being fired, causing a billowing of flames a few feet in front of the student operator, Leavitt, who was standing nearby, immediately moved to the side of the gunner, grasped the flaming gun group, and attempted to control the weapon. Although sustaining severe burns, he remained with the gun and controlled the direction of fire until the fuel was expended, thereby preventing serious injury or possible death to other men in the area.

★ TRADER, Thomas A, SA, USN, for heroic conduct as the stern sentry on board *uss Navasota* (AO 106) in Singapore Harbor, Singapore, British Commonwealth of Nations, on 24 Apr 1960. When a shipmate accidentally fell overboard from *Navasota*, and was in immediate danger of drowning, Trader, hearing cries for help, leaped into the water in an attempt to effect a rescue. Despite adverse conditions of darkness and a running current, he succeeded in reaching the victim, overcame his frenzied struggles, and swam with him to the safety of the ship where both men were helped aboard. Risking his own life to save that of another, Trader upheld the highest traditions of the United States naval service.



**T**WO BOOKS SELECTED for review this month are of special interest to Navymen with their eyes on the future. One is concerned with the wide-open spaces under the sea; the other, the sky. These and many others may be found at your ship or station library.

**Polaris**, by James Baar and William Howard and **Project Mercury** by Martin Caidin are the forward-looking numbers. The others—with one outstanding exception—emphasize the historical pitch.

**Polaris** is, of course, of most immediate interest to men in the Navy, as well as to every U.S. citizen. The book tells the story of this weapon system—its conception and its development—as a human as well as scientific adventure. It passes out credit to the men who made possible the development of the **Polaris** missile which is considered to be this country's best item in the arsenal of deterrent hardware. In presenting a biography of RADM William F. Raborn, Jr., the authors succeed admirably in conveying the sense of drive and urgency behind the whole program. One phrase we liked—which they picked up from VADM Charles Wellborn, Jr., Commandant of the Third Naval District, speaking at the commissioning ceremonies of *Patrick Henry*—was the paraphrase of Oliver Cromwell: "Put your trust in God, but be sure to keep your deterrent mobile."

In **Project Mercury**, (subtitled the story of America's man-in-space program and the seven astronauts), Caidin gives a full rundown on one of the most fascinating ventures man has ever attempted—the effort to throw a man into space with a reasonable chance that he will come back. In its implications it surpasses Columbus' attempts to find a new world (and who, today, would not be delighted to have a birds-eye view of that voyage?). The author of *Vanguard* tells how Project Mercury will work; its purposes; how the astronauts were selected and how they are being trained for a flight literally out of this world; and the problems and dangers they must overcome. Here is a nonfiction job which easily out-fictions any science fiction story you ever read.

**The Man Who Rode the Thunder** by William H. Rankin, LTCOL, USMC is, if you will, a slice of contemporary history. It is literally an I-was-there story which is not likely to be repeated. In July of last year, without special pressure equipment, LTCOL Rankin was forced to abandon his *Crusader* jet at almost 50,000 feet. He fell from some nine miles up to make what is probably the longest emergency parachute jump in history.

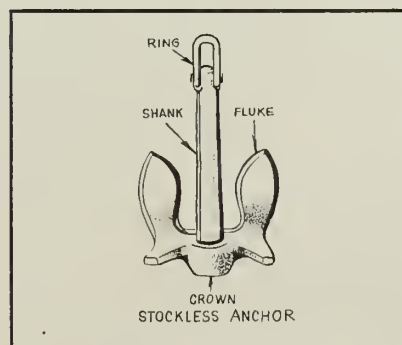
After a free fall of seven miles, LTCOL Rankin hit a thunderstorm. While thunder roared and lightning flashed around him, he underwent a 35-minute ordeal which only he can describe. As he explains it, he came out alive only as a result of his previous training and experience.

Working backward in time, we next come to **White Ensign**, by Captain S. W. Roskill, RN (Ret.), who tells us of the British Navy at war from 1939 to 1945. This is one of an informal series of accounts, published by the U.S. Naval Institute, describing World War II from the viewpoint of the respective antagonists. In the words of the author: "I felt that an unbiased account of the policies, purposes, successes and failures of the British sea services might help to preserve the balance of the Naval Institute's series. Though I readily admit that I feel proud of the tale of endurance in the face of disaster, of patience in adversity, and of persistence in the pursuit of victory, I have tried to present it with honesty and fairness towards our late enemies."

The Civil War is represented by two new volumes: **CSS Shenandoah** and **The Civil War at Sea**.

*Shenandoah* was the famous Con-

### Grains of Salt—



federate cruiser that fought the Civil War for more than six months after the war was over. (See the September 1959 issue of *ALL HANDS* for another viewpoint.) Her single voyage, during which she captured 38 Union ships, burned 34 more and destroyed the New Bedford whaling fleet, is one of the classics of the war. James D. Horan, Civil War historian, recently found in the National Archives the story of the raider as told by her captain, Lieutenant Commanding James I. Waddell. It is here published complete for the first time.

**Civil War at Sea** is the first of a three-volume narrative history by Virgil Carrington Jones. This concentrates on the period of the blockaders, from the day when Anderson and 128 men holed up in Fort Sumter to the first engagement of *Monitor* and *Merrimack* and the beginnings of the modern navy. On the backdrop of the over-all war, Jones presents the conflict at sea: The unsuccessful efforts to provision Fort Sumter, the Union attempt to blockade more than 3500 miles of Southern seacoast, the battle of Port Royal, and other incidents.

**The Battle of the Nile**, by Oliver Warner, tells of the first major reverse of the Napoleonic forces back in 1798 as another effective demonstration of sea power. As in the author's earlier *Trafalgar*, the scene is set, the circumstances under which the battle was fought are made clear, the commanders are introduced and the reader comes to know them as human beings; the action itself is described largely through eyewitness accounts of participants; and the battle's aftermath is followed through in a way that relates the particular action to the war as a whole.

**King from Ashtabula** by Vern Sneider offers the same light, delicate touch he demonstrated in *Teahouse of the August Moon*. Sneider tells what happens in the Nakashima Islands when the populace, after 15 years of beneficent Army rule, vote to determine their future form of government. His people are fun—and nice.

**The Soldier** by Richard Powell is also a novel about the Pacific, but there the resemblance ends. This story is set in the South Pacific of World War II, the tone is tense and grim, there's lots of fighting, and some of his people are not nice.

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

## ALL HANDS

The Bureau of Naval Personnel Information Bulletin, published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Use of funds for printing of this publication is approved by the Director of the Bureau of the Budget 25 June 1958. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The rate for ALL HANDS is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO addresses for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

• **AT RIGHT: SUB SEEKERS**—Members of antisubmarine warfare task group surround ASW carrier USS Randolph (CVS 15) as carrier, small boys, subs and copters pose for portrait prior to Atlantic exercises.

Another interesting view of this sub-hunting task group is on p. 32 of this issue.

**YOU'VE ALL HEARD** of cases where a speeding automobile crashed spectacularly, after ricocheting off various fixed objects, and wound up a practically demolished heap—with the lucky occupant or occupants emerging from the rubble without a scratch. Well, a certain Navy chief (who shall be nameless) tried to get his buggy started recently—and he and two would-be good samaritans wound up in the hospital. The story has a moral, of course.

Seems our hero was attempting to prime his recalcitrant vehicle by pouring gasoline into the carburetor, while his helpmate, seated behind the wheel, waited to hit the starter at a given signal. Signals, somehow, got crossed, and the better half pressed the starter early. The resultant backfire burnt the chief's right hand, and set fire to the car's motor. Friend wife, in a typically calm feminine reaction, rushed into the house in a panic.

Then things really began to come unhinged.

Gallant to the core, the chief ignored his plight long enough to ask one of several neighbor women, who had rushed to the scene, to go check on his wife. At least half a dozen of them attempted to do so all at once—and in the inevitable crush in the kitchen doorway, one of the ladies suffered a bruised back and a cut on her elbow which later required six stitches to close.

Another woman, meanwhile, cool-headedly called both an ambulance and the fire department, then reverted more to type. Rushing outside, she caught a glimpse of the damage done to the chief's hand, and promptly fainted dead away at his feet.

The ambulance arrived at this juncture, and its crew could easily have been pardoned for imagining they were in the midst of a full-fledged disaster area. They scooped up the injured trio and sped them to a hospital, where several anxious moments ensued before the woman who had fainted could be brought around. All ended well, however—none of the injuries proved to be serious, and the chief and his indomitable friends have recovered nicely.

The car's okay too. Unnoticed amid the confusion, and well in advance of the fire engine, still another neighboring housewife had marched resolutely from her home, fire extinguisher in hand, and put out the blaze under the hood—all in short order.

The moral? Well, there are several. Obviously, when handling anything inflammable, always take extra precautions. If teamwork is involved, be sure every member of the team is properly indoctrinated. Get your signals straight. And in an emergency, it pays to be calm, as well as prepared.

Three cheers for the lady with the fire extinguisher. She not only had one—but she knew how to use it!

★ ★ ★

Maybe 1961, the year that reads the same upside down, has made us mellow, but it seems to us that the quality of writing and photography of Navy journalists and photogs has improved mightily lately. Quality, we said. Quantity? Nope, we'd like to hear from more of you people who are PIOing out in the Fleet, on foreign shore and in ConUS. See our article on page 20.

*The All Hands Staff*







**NAVY** *to the north*



# ALL HANDS

THE JOURNAL OF NAVAL PERSONNEL INFORMATION



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.

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MARCH 1961







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1961

Nav-Pers-O

NUMBER 530

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The Chief of Naval Personnel

REAR ADMIRAL A. E. LOOMIS, USN

The Deputy Chief of Naval Personnel

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Jerry Wolff, Research

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• **FRONT COVER—SALTY SESSION**—At Great Lakes, personnel on duty at the U.S. Naval Examining Center have an interesting time discussing today's Navy with an experienced Navyman, Master Chief Quartermaster C. A. Cox, USN. Others are (l to r) D. L. Richwine, YNSN, R. E. Nichols, MM1(SS), W. D. Biggers, SN, G. W. Wright, PNSN, and C. A. Collier, YNSN.

• **AT LEFT: PICTURE 'WINDOW'**—Hangar bay frames a pretty picture as crewmen tend an all-weather Crusader jet during carrier qualification tests aboard USS Forrester (CVA 59). Photo by Art Schoeni, CDR, USNR.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

HERE'S HOW YOU GET PAID—

# MONEY IN YOUR

**"D**ADDY, where do you work?"

"I'm in the Navy, dear."

"Is that where you get your money?"

"Yes, sweetheart, I get paid twice a month. Now run along and let me read the paper."

If you have small children, you undoubtedly have brushed off a conversation with a comment such as this, and then started wondering later where the money really does come from.

It comes from the taxpayer, you think and ruefully reflect that you are one. But just how does it get to you in the form of the cash or check handed to you at the pay window?

For Navy fathers who want to impress the small fry with what a smart cookie their old man is, and for others who would just plain like to know, here is a brief rundown on how you get your money, whether you are in a ship or in a blimp—whether you are in Istanbul or Karachi—whether you are a dry-land sailor or a deep-sea diver.

**Y**OUR PAY CHECK begins with an idea. Each and every year the Director of the Bureau of the Bud-

et in Washington calls on the head of each and every bureau of the Navy to present an estimate as to the amount of money his bureau will need to run its program for the year.

Thousands of people toil over the preparation of this project—not only to compute the money necessary to pay you, but to find out what it is going to cost to buy your food, if you eat at a Navy mess; to buy fuel for your ship; to develop space vehicles and what have you. In short, the computation must include every penny that any particular bureau expects to spend that year from the building of an aircraft carrier to the purchase of an egg for breakfast—and every penny of your pay.

After the bureaus finish their estimates, these are sent to the Comptroller of the Navy. The Comptroller reviews and consolidates all these figures, then sends them to the Secretary of the Navy who also reviews them. He then sends them to the Secretary of Defense. SecDef coordinates the Navy estimate with those of the Army and Air Force, and sends them, in the form of a budget for the Defense Department, to the Bureau of the Budget.

**T**HE BUREAU OF THE BUDGET has a lot to do with the Navy and with every man afloat or ashore—including you. It is the President's budget office, and is actually next door to the White House. The nation's money has always been pretty important to presidents—that's one reason why Andy Jackson had the Treasury Building built on the other side of the White House.

The Bureau of the Budget not only gets the Defense Department estimate but it gets estimates from every department in the government. This is the place that knows how much the nation is going to get in revenues, and therefore knows how much it is going to be able to spend.

Traditionally, the Director of the Bureau of the Budget appears to take a dim view of the estimates he receives from all departments of the government. There is a good reason for this—if every department did as much as it would like to do, we would be living farther above our national income than the Treasury could hope to collect in revenue or could expect to borrow.

When the Director gets the estimates, he calls hearings and every-

**BACK 'STAGE'**—Afloat Branch Office at Naval Accounts Disbursing Office, Newport, takes care of Navymen at sea.





# POCKET

one—the Navy included—gets a chance to tell the Director just why he needs the money he has asked for and, if he can't have as much as he wants, just what expenses can best be dropped from the budget.

**A**FTER THE NAVY and the Director of the Bureau of the Budget have come to terms as to how much the Navy wants to spend and how much the Treasury can afford to let it have, the Navy's budget (along with everyone else's) is sent to Congress. This is where your pay check hits the headlines.

The President presents the budget to Congress—often personally going to Capitol Hill and addressing a joint session of Congress. This is called the Budget Message. The budget is then sent to the appropriations committees of both houses of Congress where, after much consultation and investigation, an appropriations bill is formulated and passed by the House of Representatives and sent to the Senate for passage and then to the President for his signature.

Now the Navy has its appropriation. No money has actually

**TRANSIENT** Navymen can still get pay.



**PASS THE MONEY PLEASE**—Petty officer is all smiles as he spreads out reenlistment bonus. *Below:* Ship's crew lines up to receive pay while at sea.





**MONEY MACHINE**—Latest in electronic computing machines helps speed Navy pay on its way to men in the Fleet.

changed hands. An appropriation is simply permission granted by Congress for the Treasury to reserve a certain amount of money for the Navy to spend for purposes designated by Congress—the representatives of the taxpayer.

**YOUR PAY CHECK** is now getting close enough for you to see—if you have a long glass.

In July 1960, the 86th Congress appropriated the titanic sum of two billion, 508 million, 244 thousand dollars plus 75 million dollars to be transferred from the Navy Stock Fund to pay you and your shipmates. From this amount, the Navy expects to spend two billion, 571

million, 700 thousand dollars this fiscal year.

This big lump of obligated money has to be broken down into sums usable to individual disbursing officers. The disbursing officer is the man who signs—or perhaps stamps—your pay check.

He has a name and a number. All disbursing officers in the Navy—and there are nearly a thousand covering the entire world—have numbers to identify themselves in addition to their names. This is necessary in order to prevent confusion from duplicate or similar names and to facilitate accounting procedures. Each disbursing officer is responsible for the money entrusted to him,

and he is very anxious that it isn't included in some other DO's accounts. If he is short a considerable amount of cash, he has some fancy explaining ahead of him.

**AS SOON AS YOU COME** within the jurisdiction of a disbursing officer, he sets up a pay record for you. This is the record which shows what pay and allowances you are to receive, and deductions which you might request, or which are required by law or because of your own actions. Congress has decided what you are entitled to; it has come to a definite figure through consideration of your rate and your pay grade.

Under normal circumstances, the amount of your pay increases the longer you remain in the service. A record of all your allowances and allotments, incentive pay, special pay, bonuses and gratuities are all shown on your pay record.

There are numerous categories under each type of pay, allowance, allotment and gratuity.

Of 100 men who entered the Navy the same day, it is quite possible that within a very short time, none would receive the same amount of pay.

**WHEN YOU CONSIDER** that there are hundreds of thousands of pay records in the Navy, taking care of them and keeping up with them looks like quite a job. You're right, it is. It is not only a job, it is a problem.

When the Navy was small, it was a problem, too. Of course, quill pens and candlelight weren't particularly conducive to speed. As the Navy

**FOR THE RECORD**—Navymen and civilians work to keep the record straight in Discharge Section of Navy Accounts Disbursing Office at Great Lakes.





grew, accounting procedures grew, too but not nearly so fast as the Navy.

Machine accounting was introduced, but still it wasn't fast enough—the unfavorable ratio of productive work to overhead costs kept increasing. Paper shuffling was on the march. If it continued to increase, your pay check would probably be weeks or months late.

Fortunately, a development has come along to keep the flow of crisp green coming steadily into your pocket—the electronic computer. This new wonder of electronic science has increased the speed of accounting from the speed of a bookkeeper's nimble fingers on an accounting machine keyboard to the speed of light. It also performs many functions that were once separate, and therefore time-consuming operations.

**L**ET'S GET STATISTICAL for a minute or two in order the better to understand the impact this development has had in getting money to you and your family on time.

We'll take NFC Cleveland for example. NFC Cleveland has many disbursing jobs—one that affects you directly is the monthly allotments for Navymen. This includes 480,000 checks and 120,000 U.S. Savings Bonds.

Each month about 90,000 allotment starts, stops and changes of address are posted. This would be next to impossible to do, with the staff available, without electronic methods.

The big advantage in using electronic machinery for pay purposes at large installations is that the machine has a fantastic memory. It can be programed to check and recheck its work and point out errors in the input data. The machine never gets tired, never misunderstands or deviates from the prescribed program schedule. (Well, hardly ever.)

The machine not only can do current bookkeeping tasks at a lightning rate but it can update master files daily rather than monthly and perform allotment reconciliations on a more current basis.

Best of all—from your standpoint—the machine can punch and print your allotment check earlier than was ever possible before. It even sorts the checks into geographical areas, which saves time at the P.O.

If you are near a large shore



**LOCAL MAN**—First Class Disbursing Clerk makes monetary calculations while preparing to hand out the green stuff to his shipmates on pay day.

installation, chances are your pay check is prepared in much the same way. If you are aboard ship in a foreign port, you may be paid either in military payment certificates or in foreign currency. The disbursing officer probably obtains the MPCs from the disbursing officer at the nearest shore activity in exchange for U.S. Treasury checks. Foreign currency is also purchased from the DO ashore at the prevailing rate of exchange depending upon the laws of the country in which it is purchased.

**N**OW IT'S TIME for you to draw your pay. Most of you receive either a check, MPCs or a wad of foreign money. Except in the case

of the disbursing officer aboard ship who exchanged U.S. Treasury checks for foreign currency, no actual money has entered into the picture. You simply take your check to the bank, endorse it, and the teller hands you the amount written on it. And that's where the money comes from.

"Daddy, are you finished with the paper?"

"Yes, sweetheart, I am."

"Will you tell me now where the money comes from?"

"Why sure, honey, you see it's this way. . . ."

"But daddy, where does the bank get the money?"

"Look, honey, are you sure you helped mother with the dishes?"

— Robert Neil

**FOREIGN TOUCH**—When overseas the Navymen behind your pay check see that you receive the local legal tender before leaving ship or station.





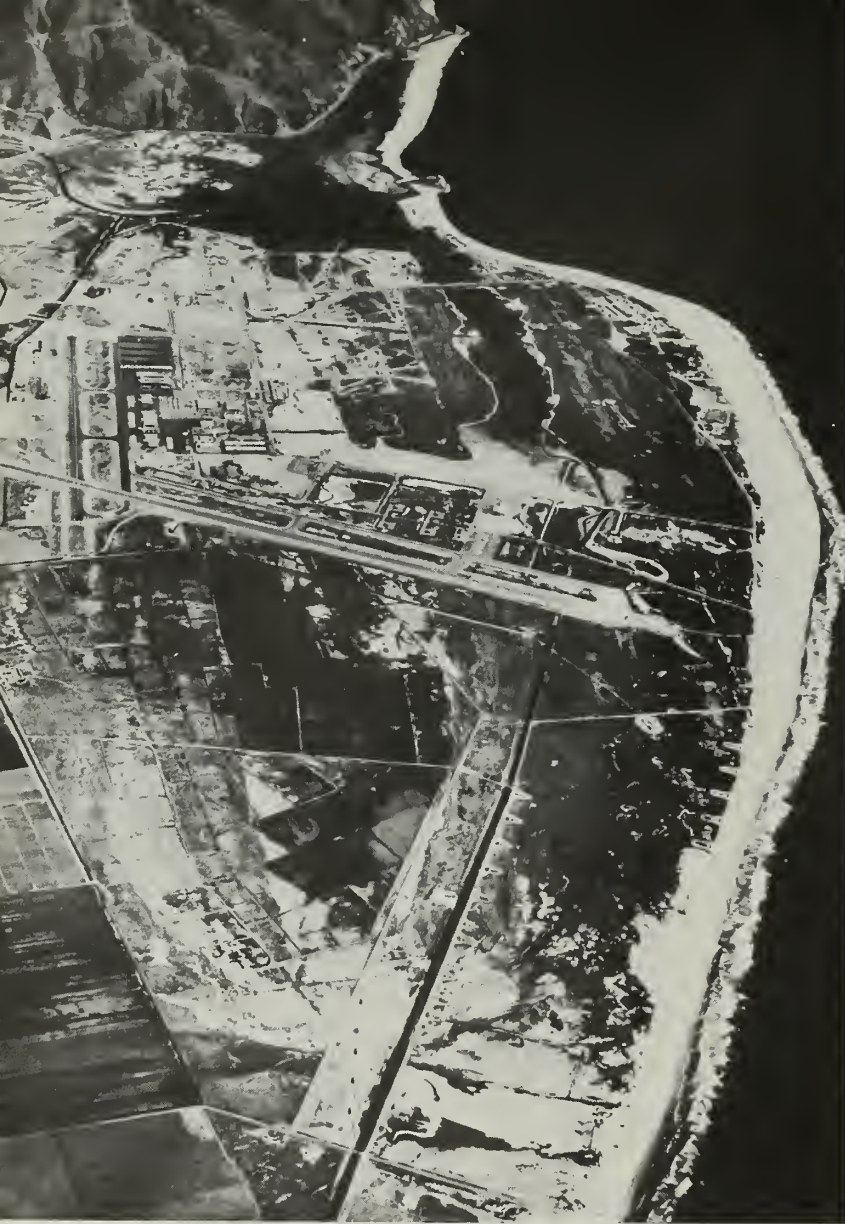
# MUGU—

"**F**ASTEN SEAT BELTS and prepare to blast-off," bellows Captain Space King to the crew of the Galaxy Patrol Ship, and a nerve-tingling hush falls over the men as the Hollywood version of the countdown begins.

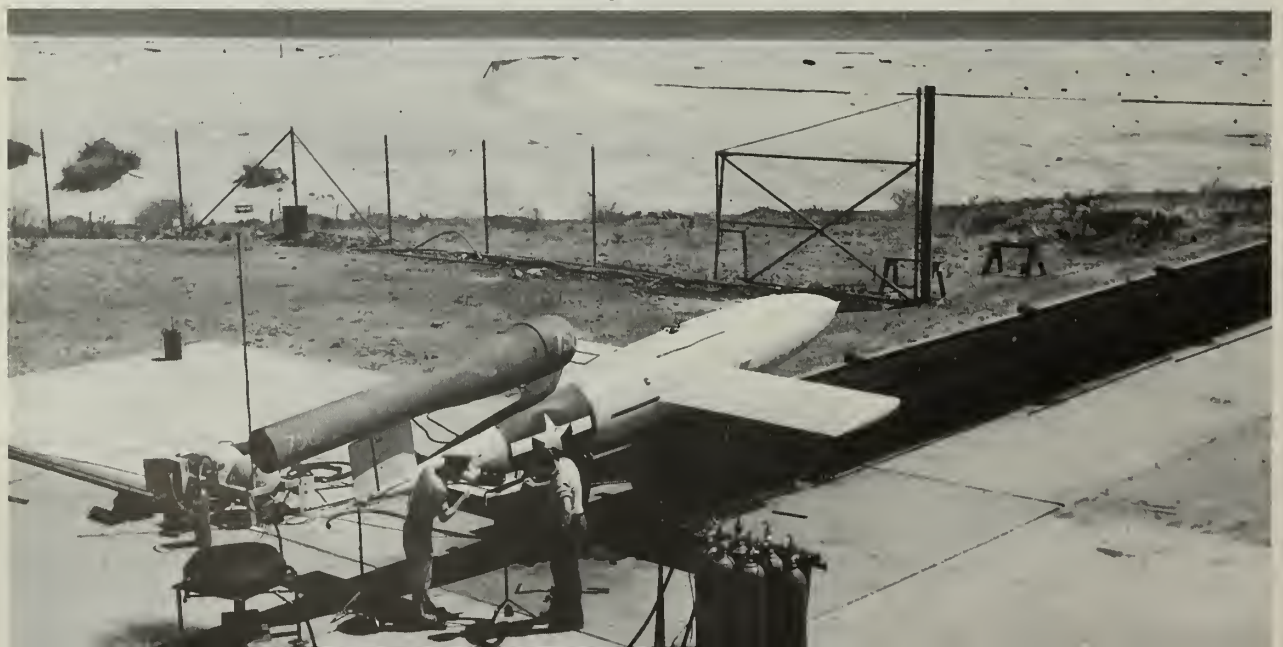
In these days when missiles, rockets and space exploration have captured the public imagination and are being exploited by movies, television, radio and periodicals, it would be difficult to find an American who isn't familiar with at least the script-writer's version of that dramatic aspect of missile and rocket launching known as "the countdown."

The pre-launching instrumentation and procedures used in the actual missile firings however dwarf anything that has appeared on even the broadcast of wide screens. The maze of flashing lights, spark generators, and foaming chemicals in fictionalized versions can't compare with the rows of orderly and purposeful equipment used in present-day launches of large missiles. Countdowns may begin as long as 48 hours before firing in order that all the necessary checks may be made.

In order to eliminate as much as possible the factor of human error, most of the checks are made electronically as the banks of equipment go into automatic programming after a single button has been pushed. Automatic programming, commonly



HIGH VIEW OF MUGU—Aerial view shows how Pt. Mugu looks now. Below: Loon missile is readied for test in 1948.





# Missile Test Center

called "the countdown," continues until the missile has been fired, and activates cameras which record the launching on film.

The heart of miles of wire and tons of electrical gadgetry is a series of relatively simple devices known as stepping switches. These electromagnetically activated switches turn in an arc and transfer a pulse of current to each contact point they meet.

These pulses activate the various equipments in the proper sequence necessary to fire the missile and also feed back current to show that the functions have been performed. They will cause an automatic hold in the countdown if anything is amiss.

This is a far cry from the Navy's missile pioneering at Pt. Mugu, Calif., during the early postwar years. It was at this installation, which is now the headquarters of the Pacific Missile Range, that the schemes of the launching sys-

tems used today—not only at the Pacific Missile Range but at Cape Canaveral and elsewhere—were developed.

The Navy's postwar missile development program got off the ground in 1946 with the arrival of several hundred German V-1 buzz bombs at Pt. Mugu. Even in those early days of American missile experimentation the Navy recognized the great potential of a submarine-launched weapon, and wanted trials made with the V-1s to test the practicality of this.

The V-1 wasn't the Navy's first missile, however. In the final months of World War II the Navy successfully used a radio-controlled glider bomb named the *Bat*. The Navy also developed several antiaircraft missiles which were nearly operational at the time Japan surrendered. These included both air- and ground-launched weapons.

However, the V-1 gave the Navy

missileman a large airframe of proven capability which with new instrumentation proved readily adaptable for experimentation as a submarine-launched weapon.

Pt. Mugu, located about 50 miles north of Los Angeles, was chosen as a missile test site because it was a nearly uninhabited area, but at the same time convenient to southern California's aircraft and technical industries. Furthermore, offshore islands permitted construction of ideally located tracking stations.

At the time the missilemen moved in, however, Pt. Mugu showed more promise than accomplishment. It had been a Seabee training base during the war, and only a few quonset huts and other temporary structures were scattered about the barren acres.

According to two Pt. Mugu old-timers, Dean Crowder, who is now Deputy Head of the Launching Division, and Bill Evans, now Space Systems Division Head, the principal

**MODERN LAUNCHING**—Instrumentation developed at Pt. Mugu led to today's automatic programming countdowns.





**GOING UP**—Present day Navy missilemen load research rocket and (Rt) *Little Joe* of WW II is readied at Pt. Mugu.

object at first was to get them off.

These early firings were accomplished a little more elaborately than shooting off a Fourth of July sky-rocket, but not too much so. First of all, the checks were made on the

missile by an on-the-scene man who went over the weapon with his wrenches and screwdrivers.

After he was assured that all was OK, he dropped a handkerchief as a signal to the man at the firing

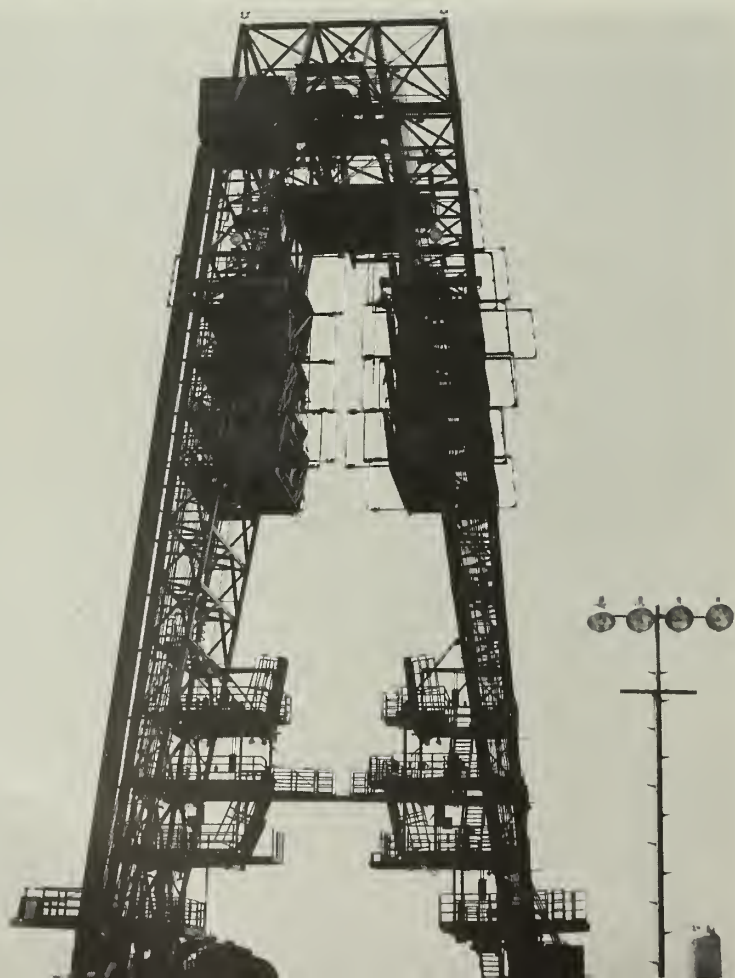
switch, who was perched in a tower so he could visually check the danger area and see that it was all clear before throwing the firing switch. Seeing no one in danger he threw the switch, and the current passed along a circuit about as complex as that used in detonating dynamite. If all went well, the V-1 was blasted out into the Pacific.

The first launching control blockhouse, Blockhouse Able, grew like Topsy. Concrete was poured a foot thick to form the basic structure. Bullet-proof glass was stripped from junk-pile-bound World War II aircraft and installed seven layers thick in viewing ports. Later a steel plate was bolted to the side facing the pad to afford additional protection.

Progress was made even in those early postwar days, when a war-weary America was enjoying peace and trying to ignore a few visionary thinkers who warned that missiles would be the key to our future survival. The Navy had to bootleg funds for its missile testing from projects considered more practical.

The Navy built its own improved buzz bombs with radio-controlled guidance systems. A launching platform simulating a rolling submarine deck was devised and the *Loons*, as they were named, were successfully fired into target areas. The Navy became convinced of the feasibility of submarine-launched missiles. Important progress was also made in the development of smaller, tactical missiles, and Pt. Mugu gained prestige with a new title as

**GROWING BUSINESS**—Huge gantry at Pt. Arguello depicts advances since WW II. Instrumentation developed at Pt. Mugu was a major contribution.





the U.S. Naval Air Missile Test Center.

With success and prestige came a little money, and contracts were let for new missiles that would exceed the *Loon's* capabilities. With the more powerful missiles it was necessary to give increased protection to control personnel, and sunken blockhouses with periscopes were constructed. The periscopes were later supplemented with closed-circuit television.

With all these advances and the increasing complexity of missiles, a precision electronic launching system became the main concern of Dean Crowder, who was then head of the electronics division. One of the early methods was a shaft from which various projections extended. As the shaft revolved, these projections would trip the devices necessary to fire the missile in the proper sequence. This was a big advance, but it lacked flexibility.

The breakthrough came one day when Dean Crowder picked up an electro-magnetic stepping switch of the type used in telephone circuits. It was a commonplace electrical device in such everyday usage that it was easily overlooked, but as he examined the mechanism it occurred to him that this was what they had been searching for.

The stepping switch permitted amazing intricacy and accuracy of firing systems, for each stepping switch can perform a number of functions as it passes current to its contact points. Then, as it closes, it cuts out of the circuit and another cuts in.

The Navy let contracts in 1949 and 1950 to have its firing systems at Pt. Mugu technically evaluated to see if they were on the right track. After a thorough study it was agreed that Pt. Mugu technicians were using the best method possible.

Today at Pt. Mugu, missiles are launched from a multi-million dollar structure, and the old blockhouse areas along the beach, where a handful of Navymen, scientists and technicians put the Navy into the missile business are being reclaimed by the jackrabbits.

However, the spirit of adventure lives on at Pt. Mugu, which is now the headquarters of the Pacific Missile Range, established in 1958 as a Navy-managed facility. Instrumentation stations have been set up on Pacific islands to permit tracking of



**CANAVERAL TOO**—Launching systems used today in firings down Atlantic Missile Range owe much to the work done through the years at Pt. Mugu.

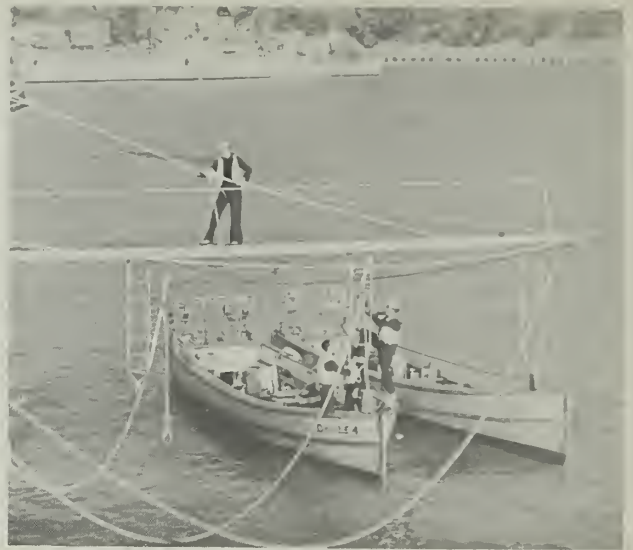
missiles across this vast ocean which is now the nation's longest missile range. Already the Pacific Missile Range, used by all services as well as the National Aeronautics and Space Administration, has been used for the first operational launchings of

*Atlas* and *Thor* missiles, the first recovery of a NASA nuclear-emulsion-containing nose cone, first launching of a satellite into a polar orbit and two recoveries of *Discoverer* capsules.

— Charles K. Ferguson, JOCA, USN.

**REGULUS I**, one of the first missiles to join the Fleet, blasts off at Mugu.





## Boat Seamanship—

**A**S LONG AS WE HAVE SHIPS in the Navy, small boats will be a necessity.

Large ships are designed for the job of national defense and for crossing the oceans, but they don't work so well in the shallow water found in most ports. This is where small boats and the men who operate them get a chance to demonstrate their versatility.

All boats, regardless of size or mission, must have a qualified coxswain. In many respects his duties and responsibilities parallel those of the commanding officer of a ship. A boat coxswain is in command of his boat at all times, subject to the supervision of the senior line officer present, if any.

His primary responsibility is for the safety of his boat and the people on board. With the safety of many lives in his hands, a boat coxswain must perform his duties to the best of his ability at all times. In order for him to do this, his boat must be kept in top operating condition. This is a never-ending job which requires hard work by members of a ship's boat division.

Clockwise from Upper Left: (1) Members of a lifeboat crew aboard the attack carrier *uss Ranger* (CVA







## A Test for Sailors

(6) Supply taxi and crew battle the waves while in the process of delivering provisions to *uss Randolph* (CVS 15). (7) Many hands are at work in giving this motor launch the 'once over' on the hangar deck of an aircraft carrier. (8) The power plant of a liberty boat is checked by personnel of the heavy cruiser *uss Des Moines* (CA 134) in the Mediterranean. (9) Sixth Fleet Commander's barge is lowered from his flagship during a visit to the 'city of water,' Venice, Italy.

—Able Register, JO2, usn





# Mighty Namesakes

Forming the backbone of the U. S. Sixth Fleet in the Mediterranean these days are the 70,000-ton super-carrier *uss Independence* (CVA 62) and her smaller counterpart, the attack aircraft carrier *Intrepid* (CVA 11).

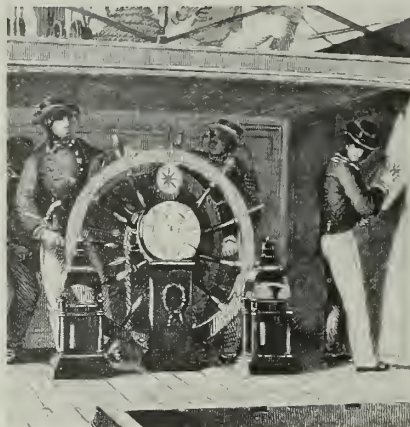
*Independence* and *Intrepid* are cruising the same waters today that their namesakes sailed over a century and a half ago—but their mission and objectives remain basically the same.

Through air groups of supersonic jet fighters and bombers, the modern ships are capable of delivering in a single attack more destructive power than that unloaded by all of the air forces combined during World War II.

Combat readiness is of paramount concern. They must be ready, should it become necessary, to wage either conventional or all-out nuclear war at a moment's notice.

But *Independence* and *Intrepid* are not geared entirely for war. They and other U. S. ships are visible symbols of our friendship and readiness to help peaceful countries in time of danger or disaster. They not only support our foreign policy and furnish "comfort and strength" to our allies, but serve as a powerful and positive force in maintaining the peace in that part of the world.

On liberty, too, Sixth Fleet sailors gain understanding and respect for America. Each man of the carrier division is considered to be an "Am-



**SAILING DAYS** — Sailors perform their duties aboard a Navy sailing ship of the eighteenth century.

bassador of Good Will," and is expected to act as such. Theirs is an enjoyable and important task—to promote friendship and good will for the U. S. through plain people-to-people friendliness.

As they continue about their everyday business of showing the flag in the Med, *Independence* and *Intrepid* are ever aware that they are bearers of famous names — names with a proud tradition of overseas service to their country.

The first *Independence*, for example, was a Continental sloop-of-war. An early mission, in 1777, took her to L'Orient, France, to deliver dispatches. Then, in February 1778, she gained fame when John Paul

Jones sailed her through the French fleet to receive the second official salute rendered the American flag in recognition of our independence.

The story of the first *Intrepid* also takes place in the Mediterranean, where she became a legend in naval history.

Originally a French gunboat, she was sold in 1798 to the pirates of Tripoli, who used her as a raider. She was later captured by the U. S. frigate *Enterprise*, which had been sent to clear the Mediterranean of pirates. The captured corsair was renamed *Intrepid*.

Ironically, *Intrepid's* first assigned task under the U. S. flag was to destroy one of our own ships — the frigate *Philadelphia*, which had gone aground some months before and had been seized by the pirates. Refloated by her captors, she was anchored in the harbor of Tripoli.

So that she could not be sent to sea to harass American shipping, she had to be put out of commission. *Intrepid* was picked for the job.

Commanded by Lieutenant Stephen Decatur and manned by volunteers, *Intrepid* slipped into the fortified harbor on a dark night in February 1804. *Intrepid* managed to secure lines to *Philadelphia* before her identity was discovered. Lieutenant Decatur and his volunteers boarded and blew up *Philadelphia* and made good their escape. British Admiral Lord Nelson termed this feat as "the

**BATTLING**—*uss Intrepid* (then CV 11) is hit during World War II battle. Rt: Eighteenth century sailing ships blast away.





most daring act of the age.”

Tragedy followed close upon the heels of success, however, when *Intrepid* was picked for yet another mission.

Since Tripoli was protected by stone walls and extensive fortifications, bristling with heavy cannon, it was virtually impossible for a foreign ship to get within firing range of pirate shipping nestled within the harbor. To shatter the pirate stronghold, and wipe out that shipping, Commodore Preble called on *Intrepid*.

One hundred barrels of powder and 150 fixed shells were packed into the ex-pirate ship, and slow-burning fuzes were led to the magazines. Manning the ship was a volunteer crew of three officers and ten seamen, who were to sail *Intrepid* into the harbor. Then they were to make their escape just before the craft blew up in the midst of the enemy fleet.

On 4 Sep 1804, *Intrepid* set sail for her rendezvous with destiny. She was convoyed as far as the harbor entrance by three other small craft, which then stood by to pick up *Intrepid's* skeleton crew upon completion of the mission.

This time, however, something went wrong.

As soon as *Intrepid* entered the mouth of the harbor, she was fired upon by Tripolitan shore batteries.

In one account of what followed next, LT Stewart, of the brig *Siren*, said he thought he saw a light moving on the deck of *Intrepid*. When it dis-



IN THE OLD DAYS—This is a battle scene on board a typical Navy fighting ship back in the sailing days of the first *Independence* and *Intrepid*.

appeared, he said, “There was a tremendous explosion, a sheet of flame, then all was quiet.”

Recalling the event years later, LT Stewart said he was sure that what he had seen was a torch being applied to *Intrepid's* deadly cargo in an effort to prevent the vessel's capture by the pirates. No one knows for sure, however, exactly what caused the premature explosion that ended the career of the first *Intrepid*, and snuffed out the lives of her gallant crew.

For a number of years afterward the U. S. continued to pay tribute to Algiers, the strongest of the Barbary

powers, in return for safe passage of our ships. Then, in 1812, emboldened by British assurances that the small U. S. Fleet would be “swept from the seas in six month's time,” Algiers captured an American ship and enslaved its crew.

An outraged Congress responded by declaring war on the North African state in March 1815. The pirates were to learn, as had the British, that the American Navy was a force to be reckoned with.

A Fleet of 19 ships set sail for the Strait of Gibraltar in two divisions. The first to get underway was headed by Commodore Stephen Decatur,

SIDE BY SIDE—uss *Independence* (CVA 62) and uss *Intrepid* (CVA 11) are moored to pier at home port of Norfolk, Va.







**TAKING SHAPE**—uss *Independence* (CVA 62) takes on the modern look in the early stages of construction at the New York Naval Shipyard.

who had led *Intrepid's* attack on *Philadelphia* 11 years before. Now he was returning with a force of three frigates, two sloops-of-war and five light Baltimore clippers.

The other division, under Commodore William Bainbridge, boasted the second *Independence*, which was later to distinguish herself in European waters.

The "pocket battleship" of her day, *Independence* cost more than \$400,000, was 188 feet long, and

carried 86 guns—64 long 32-pounders, 20 regular 32's, and a pair of carronades. Built at the Charlestown Navy Yard, her construction had been superintended by Commodore Bainbridge himself.

*Independence* never had to prove her might, however. By the time she reached Algiers, it had become unnecessary for her to demonstrate her tremendous fire-power. Thanks to the vigorous activity of Commodore Decatur's squadron, the pirates had

decided to come to terms before the larger force arrived. And when they saw it, they were mighty glad they had.

Joining forces, the two squadrons followed up their triumph with visits to the pirate lairs of Tunis and Tripoli. In each they left a lasting impression of the new American Navy's strength, and effected the end of the North African piracies.

Upon her return to the United States, mission accomplished, *Independence* was accorded a hero's welcome, then settled down to a period of quiet existence as guard-ship in Boston harbor.

In May 1837, however, she got underway for another venture overseas. On this trip she carried the Honorable George Dallas, United States Minister to Russia, to his new post—and in the process set a new speed record for an Atlantic crossing.

After delivering Mr. Dallas to Kronstadt, and receiving marked social courtesies from the Russian government, *Independence* sailed for the "Brazil Station."

It was not until 1849 that she returned to her familiar stamping grounds in the Mediterranean. This time it was for routine duty.

The U. S. was becoming more and more aware of the importance of protecting our interests abroad—as well as the interests of our allies. In fact, way back during the war with the Barbary States, it had been decided to establish regular "cruises" in the Med.

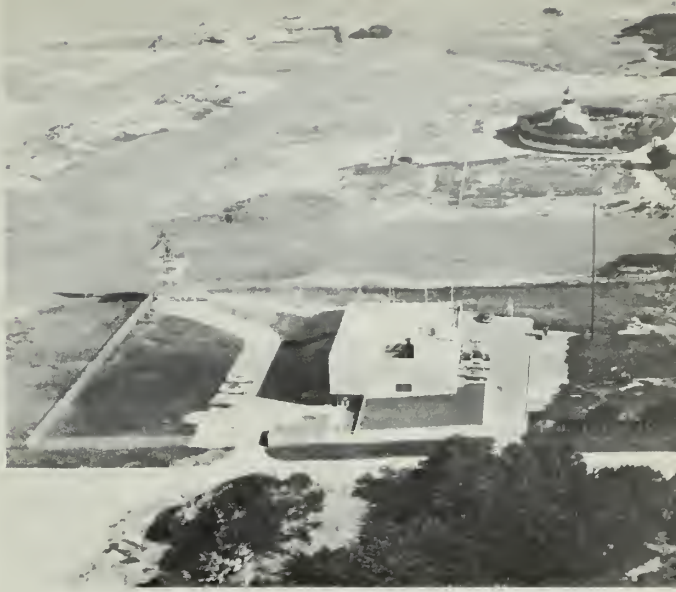
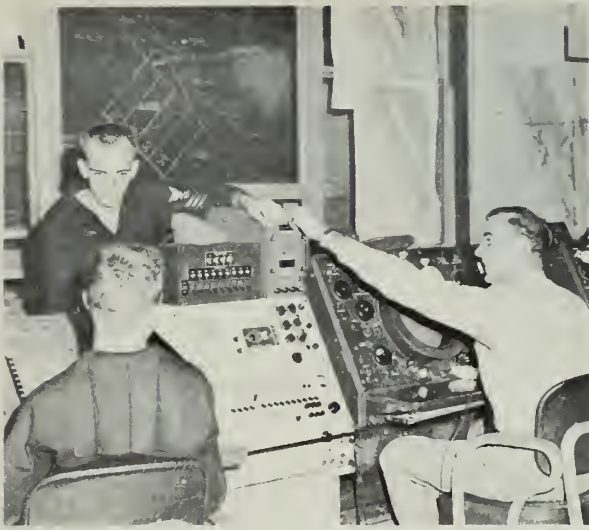
These were the forerunners of the present Med cruises—and modern-day Sixth Fleet sailors inclined to gripe about their duty might pause to consider this—in contrast to today's four-to-six month tours, those early Med cruises 'usually lasted two to three years at a stretch.

—R. Seabridge, JO2, USN

**AN INSIDE LOOK**—This cutaway view shows the compartment arrangement of a sailing ship of the eighteenth century.







PINOS PERSONNEL man intercept gear. Rt.: Naval Air Intercept Training Facility, Point Pinos, is viewed from plane.

## Naval Air Intercept Training

A particularly well named outfit is the Naval Air Intercept Training Facility, Point Pinos, Calif. *Pinos* is Spanish for *pines*. That's appropriate, too, for the facility's radar station is at the extreme tip of pine-covered Monterey Peninsula, overlooking the Pacific.

As for the functional part of the name, that's just what the facility does. Its main role is to train pilots and air controllers in the latest techniques of radar-controlled intercepts. (An *intercept* in this case means vectoring a fighter plane to a target plane.) In another role the facility assists carriers operating off the northern California coast by tracking their aircraft and relaying the plane's flight plans to interested shoreside officials.

During normal operating hours a continuous watch for emergency IFF (Identification, Friend or Foe) is maintained on the radarscope. Should there be an emergency, Point Pinos men give the distressed pilot a radar-controlled let-down to a landing strip either at NAF Monterey or at NAS Moffett.

Point Pinos has been helpful in emergencies by aiding distressed pilots, initiating search and rescue procedures when pilots were forced to ditch and assisting the Coast Guard in S&R operations. In one instance the facility vectored the Coast Guard to a lost fishing boat by the use of radar and direction-finding equipment.

Point Pinos also provides refresher

training for Fleet air controllers. The standard policy is to qualify selected officers and radarmen from ships in west coast ports. Each man makes an average of about 200 intercepts before he is qualified as an air controller. Recently, 1653 intercepts were made in one month—a record.

Construction of the radar site began in 1952. It became operational in June 1954, and was placed under the administrative control of NAF Monterey and the operational control of Commander Naval Air Bases, 12ND.

Although the site is only two miles from the city of Pacific Grove and four miles from Monterey, coastal deer often graze nearby.

Point Pinos is considered choice duty, especially for the sports-minded. There are available a volleyball

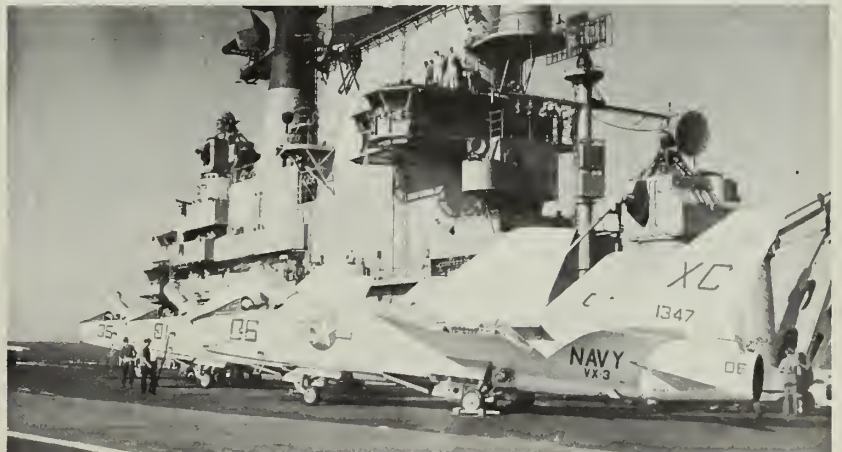


CHOICE DUTY — Point Pinos crewmen enjoy volleyball while off duty.

court, basketball court, horseshoe pit and, nearby, a softball diamond. Close by is a golf course.

The bachelor EMs, primarily radarmen and electronics technicians, bunk at the site. Each man receives subsistence for food, which he cooks himself in the facility's kitchen.

OFF SHORE—Pinos assists carriers by tracking and reporting their aircraft.







IN PORT OR AT SEA, it takes coordination of production to keep Fleet going.



**I**F YOU HAVE THEM, take six dollars from your wallet and lay them on the table before you. In just a minute, do it again. In another minute, again, and again, and again . . . Keep this up for 2000 years and you'll still be short of the amount of money needed to cover all the contracts made for Navy material and services in fiscal year 1960.

Obviously when the nation spends that kind of money (over seven billion dollars) on one of the military services it wants to make certain we're getting our money's worth. And to make sure this happens is the principal job of the Chief of Naval Material.

The Chief of Naval Material heads up the Office of Naval Material (ONM). The mission of ONM is to determine the procurement and production policies and procedures to be followed by the naval establishment

### ONM Inspects 'Em All

## From Nuts

in meeting the material requirements of the operating forces. It is also responsible for coordinating and directing the efforts of the bureaus and offices of the Navy Department in this respect.

Lastly, ONM provides staff assistance to the Assistant Secretary of the Navy (Material) in the performance of his logistic functions. Following policies and procedures developed by ONM, naval personnel negotiate contracts, watch over the material while it is being processed and inspect it when it's finished.

**E**VERYTHING FROM COMMON NUTS and bolts to complex missile systems and from paint to jet aircraft and nuclear-powered ships is inspected. In the case of the nuts and bolts, not each one is viewed, but a Navy inspector goes over an airplane or a ship thoroughly.

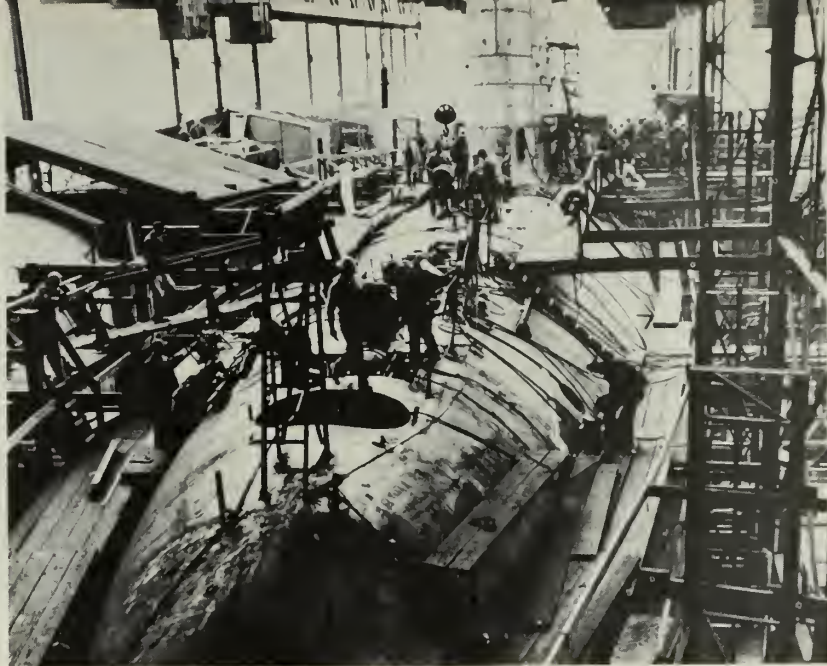
Although the Office of Naval Material doesn't get into much of the actual mechanics of procurement, production or distribution of material to the operating forces of the Navy, it is the responsibility of the ONM to make the rules that should be followed during these operations.

The Chief of Naval Material sets Navy policies that must be followed during contract negotiation, and he must review and approve all such



contracts over \$300,000. Some special type contracts are reviewed regardless of the amount. The actual contracting, however, is done by the separate bureaus, such as the Bureau of Naval Weapons (BuWeps) and the Bureau of Ships (BuShips), or by the field purchasing activities of the different bureaus and offices.

Each of these bureau chiefs has a contract procurement team that is made up of negotiators, contracting officers, engineers, lawyers, Navy auditors and inspectors. Based on operational requirements and programs developed by the Chief of Naval Operations, the type of equipment needed by the Navy is ordered and paid for by the individual bureaus. The Chief of Naval Material sets policy, observes, and helps if he's needed. He also coordinates the efforts of the separate bureaus to eliminate duplication of effort.



## and Bolts to Nuclear Subs

**T**O CARRY OUT the responsibilities in the areas of procurement, production, field services and supply, the Office of Naval Material is divided into many functional divisions.

*The Procurement Division* makes the rules to be followed when contracting for Navy equipment. It also analyzes the business aspects of the Navy's big contracts before they are signed. This type of operation could be described as "decentralized procurement with centralized control."

*The Production Division* assists the bureaus and offices of the Navy Department and industry to achieve production which is efficient, economical and on time. It also coordinates the stockpiling of critical materials for both mobilization and current production. If the Navy needs material in a hurry, ONM will know where to get it.

This division, for example, keeps current a list of more than 100 well dispersed industrial plants that could go into immediate production in case of a national emergency or war. Most of these plants are privately-owned or privately-operated, and a few are government-operated plants.

Perhaps the best known division of ONM, and the only one that actually engages in the mechanics of procurement, is the *Field Services Division* which assists the Chief of Naval Ma-

terial by coordinating the efforts of the Material Inspection Service, U.S. Navy (MIS).

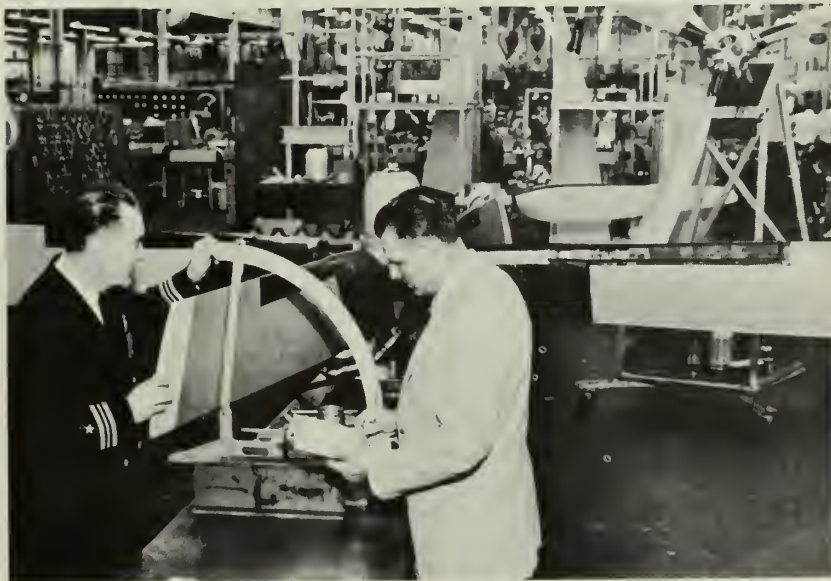
Inspection of Navy material dates back to the U.S. Navy's first ships. In 1794 Congress authorized the purchase of several frigates (*Chesapeake*, *Congress*, *Constellation*, *Constitution*, *President* and *United States*). The Secretary of War then designated Captain John Barry as what might

be considered our first Supervisor of Shipbuilding. He told Barry in a letter:

"You will also carefully observe that there be no deviations from the directions which shall be issued with respect to the proportions of the hull and equipment of all sorts."

**A**LTHOUGH PROBABLY SPELLED OUT in several volumes today, instruc-

**BIG JOB** — Inspectors from Office of Naval Material have big job checking items for FBM sub. Navy inspectors check blade angle of props.







THE SIZE OF IT—Navy 'material' problems, many and varied, range from tiny instrument parts to huge ship items.

tions to today's Inspectors of Naval Material probably boil down to the same basic details contained in this quote.

Today, however, ships are only one item in thousands that must be inspected. Take a Fleet ballistic missile submarine for example. Each part of the submarine, its equipment, the missile components and the missiles themselves are inspected in many parts of the United States and by many different inspectors. Inspectors who watch over the FBM and its firepower, plus every item purchased by the Navy, work out of both General Inspection Offices and Bureau Inspection Offices. The principal offices are Inspectors of Naval Material (INSMAT), Bureau of Naval Weapons Representatives (BUWEPSREP), Supervisors of Shipbuilding (SUPSHIPS) and Officers in Charge of Construc-

tion (OICC). The inspection offices are located in all the major industrial areas of the country, and many offices are actually located in some of the larger industrial plants.

**N**AVY INSPECTORS in the field not only check material, but also help protect the government's interest in the pre-contract award stages and throughout the life of the contract. They serve the bureau contracting officer as his eyes, ears and right arm.

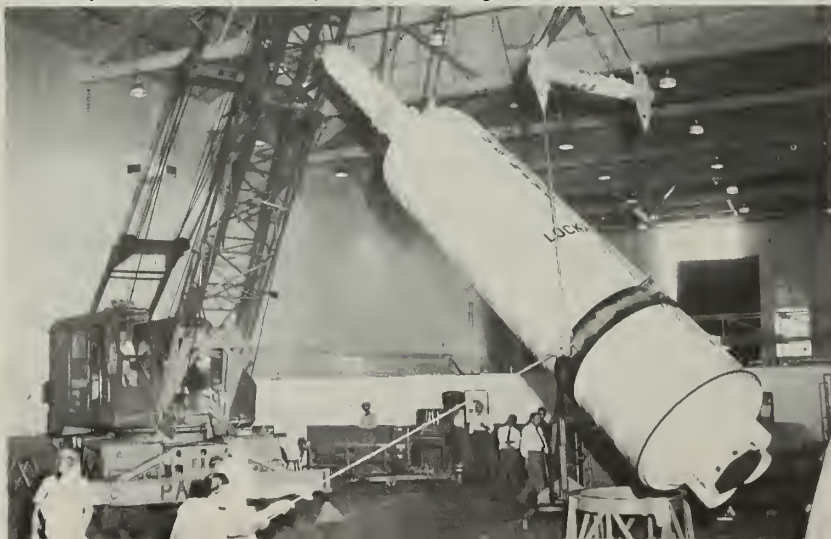
Before a contract is let, for example, the inspector makes pre-award surveys to determine if the company can actually do the work according to Navy specifications and do it in the allotted time. (You will remember that this was listed as a responsibility of the Production Division of ONM. These inspectors, however, actually do the leg work.)

During the life of the contract, progress and status reports are furnished by the field inspector when necessary. He also expedites delivery of materials.

When the material is ready, he inspects it, accepts or rejects it, and then assists in getting it shipped. Invoices are certified by the inspector who insures that the government receives the materials for which it is charged. In addition, inspectors make sure the contractor maintains records of all government property in his custody, and that this property is used for authorized purposes only.

(Sometimes the government is the only source of supply, and in the contract agrees to furnish the raw material. In this case, the Navy inspector at that plant insures that the material is not diverted to other products. In some shops, for example, where certain materials are produced for the Navy, large government-owned lathes may be needed. Here again, it is the responsibility of an inspector at that plant or in that area to make sure the machines are used for producing the materials ordered by the government and not for other purposes.) These men provide the positive link between the civilian producer and the consumer Navy.

ONM WORKS WITH bureau supply chiefs to give aid in contracting for items made by civilian firms. Here, Polaris training device is readied for delivery.



**T**HE FOURTH FUNCTIONAL division of ONM is the Supply Programs Division. This division develops policies for Navy-wide use in the area of inventory management, cataloging and packaging of material, as well as inventory control of plant property.



In inventory management, the Supply Programs Division is concerned with Navy material from the needed stage to the time—probably many years later—when the item is worn out or no longer useful.

This ONM division answers a lot of questions. It sets general policies which help determine solutions to the following: What materials should be bought? How many? Where should they be stored? How will they get to the users? What should be done with them after they have finished doing the job for which the Navy needed them? The volume and value of the items managed in the Navy Supply System, for which the Supply Programs Division sets the general policies, are tremendous—1,300,000 items worth \$11,500,000,000.

Cataloging and packaging policies are developed to help insure that Navy material is properly identified and protected. Good cataloging enables Navy users to find out what items are available and how to order them. When the items are properly packaged, the user will receive them in good condition. If this is done right, Navy funds are not wasted repairing or replacing material damaged by improper packaging.

Many thousands of pieces of expensive equipment are in use at Navy shore stations and contractors' plants. The Supply Programs Division sets up the ground rules and procedures

to be used in maintaining proper inventory control of them.

**T**HE OFFICE OF NAVAL MATERIAL, in relation to the Navy itself, is not an old organization. It was created as the material needs of the Navy increased during the early days of World War II.

After the President declared a limited national emergency in September 1939, the procurement problems of the Navy mushroomed. The Secretary of the Navy realized that this was not a part-time job and that coordination in such fields as contracting, expansion of plant facilities, machine tools, materials and priorities was needed. To do this job, SecNav established the Office of Procurement and Material on 30 Jan 1942.

The next step in the evolution of ONM came at the end of World War II. The Secretary of the Navy, by General Order No. 221 of 20 Aug 1945, transferred all functions and duties of the Office of Procurement and Material to the Material Division of the Office of the Assistant Secretary of the Navy.

And the final step came on 5 Mar 1948 when Public Law 432 of the 80th Congress established the present Office of Naval Material and the billet of the Chief of Naval Material.

The ONM today is a little-known outfit, but the results of its work are used by Navymen every day. Little



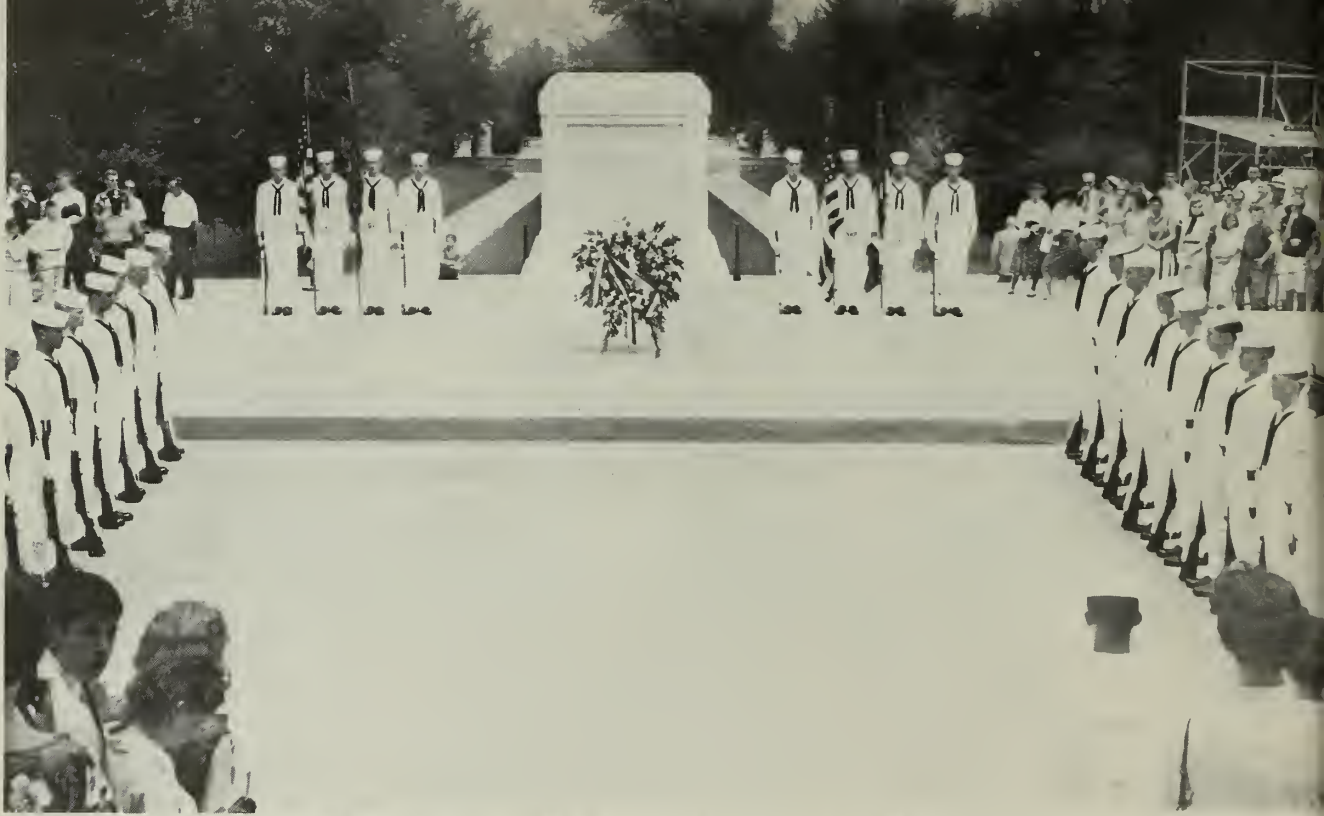
**FAR REACHING** — ONM is a little known outfit but the results of its work reach Navymen every day.

do most of these men realize, however, that the equipment they use every day has been procured and inspected through the direct or indirect efforts of the Office of Naval Material. Nor are most people aware of the amount of effort expended by the Chief of Naval Material and the Navy bureaus and offices in providing on time the best material at the least possible cost.

—Erwin A. Sharp, JOC, USN

**READY TO ROLL**—ONM keeps list of facilities ready to meet any need in case of emergency or full mobilization.





LOOKING SHARP — Navy Ceremonial Guard lines up with precision during wreath-laying at Tomb of Unknowns.

# Navy's Honor Guard

**T**HE PLANE TOUCHES DOWN and taxis to a stop at the end of the red carpet. The door opens; the King steps out and descends the ramp. The President greets him. Cannons boom a salute; honors are rendered and the King and the President stand at attention while the band plays the national anthems. The King and the President move for-

ward to inspect the honor guard.

We frequently see scenes like this on our television screens and in the newspapers and are sometimes impressed at the appearance and precision of the honor guard. The Navy has a group of men in Washington whose primary duty is to take part in ceremonial occasions such as these. It is the Navy Ceremonial Guard.

GREETINGS — Navymen stand in joint color guard for Navy full honor arrival.



Membership in the Guard is exclusive. There are 91 seaman apprentice members who are usually chosen from volunteers and who join the Guard immediately after leaving boot camp. There are 12 rated men, four CPOs, four PO1s, two PO2s and two PO3s; also three officers (LCDR, LT and LTJG). Selectivity is further narrowed by qualifications—for instance, a guardsman must be at least five-feet eight-inches tall but not taller than six-two. Most of today's guardsmen are six-footers. A guardsman's weight must be in proportion to his height. He must have a GCT of 50 or above and a knowledge of basic drill fundamentals. He must stand erect; be neat; be physically fit and present a good military appearance. Although there is no written requirement to the effect, today's guardsman is generally between 18 and 19 years of age and is a high school graduate.

In addition to ceremonial duties, the guard also functions as the Security Division of the U.S. Naval Station, Washington, D.C. It is in this capacity that recruits for the Guard get their first duty—as guards



at the gates. The men consider their conduct and appearance at the gates to be of prime importance. A new man or a visitor coming to the Naval Station comes in contact with the guard before anyone or anything else at the Naval Station. The guard's appearance and courtesy may be the first and lasting impression which the recruit or the visitor has of the Navy.

Although no regard to rating is given when men are chosen for the Guard, opportunity is given to the men to educate themselves in their particular specialties while they are in the Guard. There is limited advancement in rating while in the Guard but much advancement in responsibility. The Guard's basic purpose is to train in leadership. After sufficient experience in the Guard, a man can be expected to take a detail to perform ceremonial duties in Washington or its immediate environs.

The keenest competition within the organization is for one of the 22 places on the drill team. The drill team is the group which is most in the public eye. They are seen at parades and at competitions in a Washington stadium or up in Baltimore. In one of their rare trips outside the Washington area, they took part in the dedication of the Navy-Marine Corps Memorial Stadium at Annapolis where they rated special seats for the football game.

The team drills about two hours each day, performing traditional drills with a precision that has won them a case full of trophies and the admiration of all who have seen



**DRY RUN**—Members of Navy Ceremonial Guard practice volleys prior to job.

them. Probably the greatest tribute to the team's excellence is the disbelief expressed by people when they learn that the team spends only two hours a day practicing drills. They are unmistakably professional and their sharpness on the parade field with such comparatively small practice time can only be attributed to the fact that the men who make up the team are pretty sharp.

At exhibitions, the team performs the drills in the "Queen Anne Manual" and usually climaxes its performance by forming an anchor and firing a volley. By the time the volley is fired, the audience is usually so impressed with the team's precision that the anchor and the volley prove to be a real show stopper.

With every arrival of a head of state or other high ranking foreign

**PRESENT ARMS!**—Ceremonial Guard salutes dignitaries debarking from plane at NAS Anacostia, for visit to capital.







**DOWN THE AVENUE**—Navy Ceremonial Guard in Armed Forces Day parade.

dignitary (and there are many in Washington), the Navy provides an honor guard jointly with the Army, Marines and Air Force. The arrival ceremony frequently takes place at the National Airport or the Pentagon. These are the scenes so frequently pictured in the news. Those who take part in these ceremonies probably see more politically prominent people than any other group in the world.

About every important person who comes to Washington lays a wreath at the Tomb of the Unknowns at Arlington. The Navy is represented by the Ceremonial Guard at these functions too. You'll see them often on the front pages.

When a prominent foreign naval officer arrives in Washington or when a long-time Navy man retires, the ceremony usually takes place in a park at the Naval Weapons Plant. If the weather doesn't permit the ceremony to be held outdoors, it is moved to the Sail Loft.

At the December and January meetings of President Eisenhower and President-elect Kennedy, members of the Ceremonial Guard were a part of the honor cordon at the White House and 80 members of the Guard were in the honor cordon at the inaugural stand and the inaugural ball for the inauguration of President Kennedy while one color bearer was on the inaugural stand

and 13 others served as color guards in the parade.

One of the more solemn duties of the guard is to take part, when requested, in burials at Arlington National Cemetery and other cemeteries within a 50-mile radius of Washington. The Guard has taken part in the funerals of Navymen ranging in rank from seaman to admiral and the funerals of members of Congress who served in the Navy. The Guard takes part in approximately 90 funerals a month.

A group which is so much in the public eye cannot afford to make mistakes. An error during the arrival of a head of state would be seen by the entire world. A faux pas at a funeral could be very embarrassing.

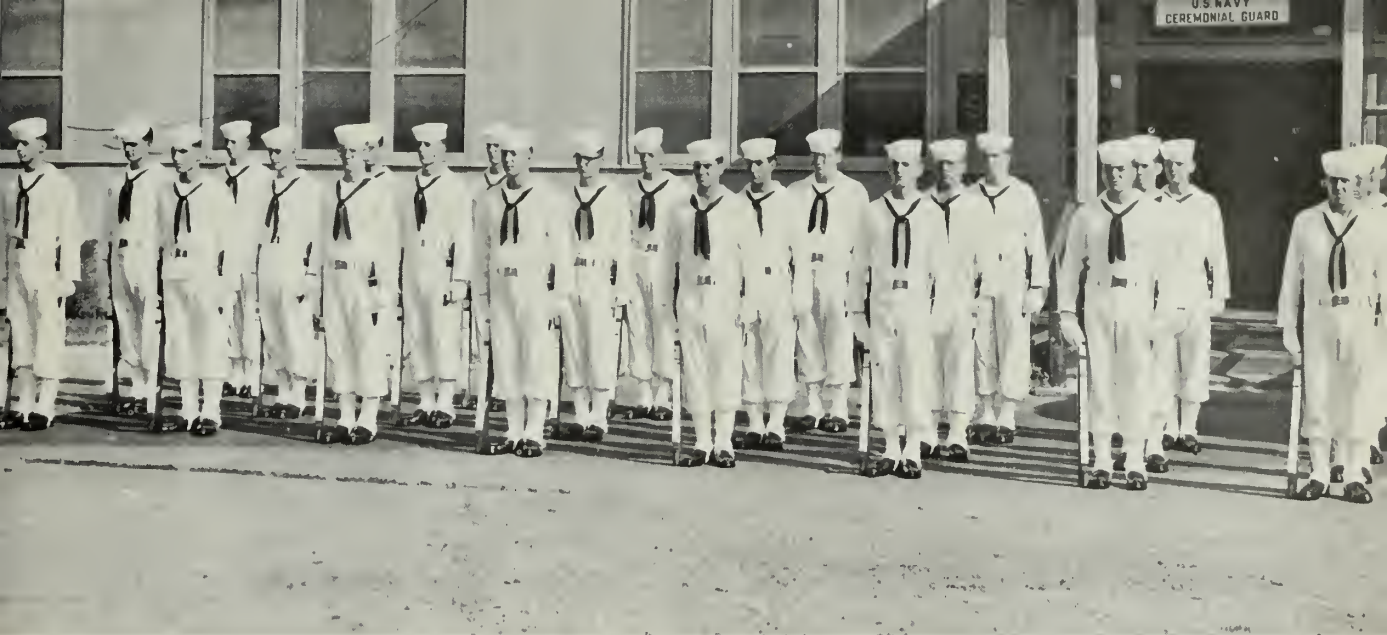
How long can a man be expected to maintain standards close to perfection—often for many hours during the day—before he tends to relax? The answer is about one year. That is the tour of duty for the average guardsman. Occasionally an extension of six months is permitted, but by and large imperfection begins to creep into a man's performance after a year of such concentration.

The guard's winter uniform is the standard Navy uniform (13-button model). When the weather demands it, a pea coat and black gloves are permitted. The only unusual features about the uniform are the white leggings, white belts, with special buckles and shoes with double soles. The latter feature gives each guardsman an added two inches of height. The shoes have metal cleats on the heels and toes to prevent excessive wear. The cleats are not an unmixed advantage—they have been

**IN PASSING** — Naval Ceremonial Guard steps smartly by the reviewing stand during Navy retirement ceremony.







**OFF TO WORK** — White uniformed Navymen of the Guard muster for inspection in front of quarters before detail.

responsible for the fall of more than one guardsman.

In order to be immaculate when on public view, the guardsmen keep the four washing machines and two dryers in their barracks pretty busy. The tailor shop presses the uniforms in order to get the creasing exact.

Because of heavy schedules, the men often have to shave twice daily and change clothes while riding on a bus from one ceremony to another.

There are tricks to the trade of looking like you just stepped out of a shower into a uniform that was just taken out of a plastic cleaning bag—even though you have had to ride through heavy traffic in a bus during hot Washington weather. The men hang their belts from racks above their heads so they can swing free. They also hang their white gloves in plastic bags from these racks. When they sit down, they extend their legs in order not to damage the crease in the trousers and then ride to their destination with their backs away from the seat and with their trousers at half mast so they won't get wrinkled from being sat upon. Even getting on and off the bus requires great care in order to prevent the uniforms from touching anything that will soil it.

What happens if a uniform gets splashed while waiting for a ceremony to begin? The answer is simple—the man just doesn't appear. Ranks are shuffled in order to cover the missing man and the show goes on with a perfectly immaculate team.

In a group that thrives on per-

fection, a mistake becomes news. There aren't many to report. About the worst thing that has ever happened is a color guard's having his hat knocked off by a wet flag or the weather being so cold at a funeral that rifles refuse to fire. A member of the drill team occasionally cuts his hand on his bayonet. Sometimes a guardsman will pass out from standing at rigid attention for a long time during hot weather.

Every time the Navy's Ceremonial Guard participates jointly with the ceremonial guards furnished by the other services, there is keen com-

petition between them to put forth the best appearance. The men of the Navy Guard are their own worst critics. To the general public, they always have flawless uniforms and faultless precision. To his fellow guardsman, however, a man who makes a small mistake or has an almost microscopic smudge on his uniform gets a razzing he never forgets.

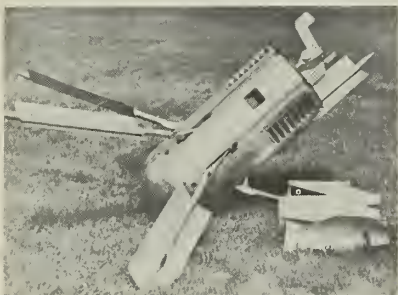
It's an interesting tour of duty—like seeing history being made—the world's great and powerful passing before your own eyes. It's duty that most of the men in the Guard hate to see come to an end. —Robert Neil

**GUARD SNAPS** through inspection of arms at Naval Station, Washington, D.C.





WEATHERMEN—Automatic weather station is set up in Antarctic. Below: 'Grasshopper' uprights itself automatically.



## Antarctic Grasshoppers

**T**HE BIGGEST—and by far the coolest—grasshoppers in the world can be found in Antarctica.

Now, before you Texans start to argue, we're referring to portable, automatic weather stations being installed in the Antarctic by the Navy.

Why the name "grasshoppers"? The original design called for aircraft to parachute the portable station to a desired site, and once on the ground, a timer would set off an explosive cap releasing spring legs. This would cause the portable station to jump into the air and land in an upright position—thus the title "grasshopper."

The Navy plans to install six 280-pound grasshoppers in the Antarctic during operation Deep Freeze 1961.

When installed, the unit stands three-and-one-half feet in height, and is battery powered. A 14-foot antenna, anemometer, wind vane, and temperature unit project from the top of its cylindrical body.

At intervals of from three to six hours, the portable automatic weather stations will broadcast temperature, barometric pressure, wind speed and wind direction to Navymen at the Naval Air Facility, McMurdo Sound, Antarctica. Present grasshoppers are capable of transmitting 400 miles, and will operate as long as three months.

Each of the unmanned stations will help fill gaps in the weather information now provided by manned stations of US and other nations.

COOL SET-UP—Men of Operation Deep Freeze '61 make adjustments to a 'grasshopper' near Beardmore Glacier.





# LETTERS TO THE EDITOR

## What the STAR Program Offers

SIR: What does the STAR Program offer the E-5 in his first enlistment? More often than not, the sailor who is in, or working in, one of the 19 designated ratings will be advanced to E-5 during his first enlistment anyway. It seems to me that these sailors would be more useful to the Navy than the E-3s who have been taking examination after examination and are still unable to advance.

For E-5s who enter the STAR Program, why not drop the present requirement for two years in grade for advancement to E-6? Say drop it to one year?—W.P.F., PN2, USN.

• *Those, like yourself, who have attained E-5 in their first enlistment are offered a guaranteed assignment to an appropriate Class "B" or "C" school. The reenlistment bonus is another incentive.*

*This, admittedly, is not as much as the Chief of Naval Personnel would like to offer those in your category. It is realized that first-term E-5s (about 40 per cent of the first-term POs in our most critical ratings) comprise the most desirable STAR reenlistees. The problem is to provide additional benefits to this group without discriminating against career E-5s who have already made their choice from what is now offered.*

*Many suggestions similar to yours were considered in developing the STAR Program—and this particular area is still under study.*—ED.

## Pay for MidRats

SIR: There has been a disagreement here at the base between the mess hall personnel and the men on night duty in communications. During our watch we get night rations (MidRats) from the general mess, and those of us on ComRats are charged for this meal.

We contend that we should not pay for MidRats because that meal is not counted when figuring ComRats. But, since we do pay for this meal, we think we should get an additional allowance. Is this possible?—R.E.N., RM2, USN.

• *Mid-night or mid-day — it still means one meal during your working hours and men who draw ComRats must pay. And so long as you are attached to a base which operates a general mess, you will not be entitled to an extra allowance.*

*If there were no general mess from which to buy your MidRats, you might be eligible for an extra allowance. This is explained in the "Navy Comptroller Manual," Para. 044025.3e.*—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Chances of Advancement for YN

SIR: BuPers Notice 1430 of 9 June 1960 predicted that some 35 to 70 per cent of those passing the exam for YN1 in August would be advanced.

When the results were published, only 100 yeomen were advanced to E-6. Was that 35 to 70 per cent of those who passed?—L.F.M., YN2, USN.

• *No, it was only 12.3 per cent of those who passed the examination. When you read these predictions, you must remember that they are only general in nature, and they are made up to six months before the examination period. Men who compile these figures must base their computations on known and planned strength and requirement figures. Any change to either of these factors makes the predictions invalid.*

*That's what happened to YN in August. The requirements for YN were reduced, which in turn reduced the vacancies for advancement. As you no doubt know as the result of the February exam, fewer than 10 per cent of those who pass the test for YN1 are expected to be advanced. Maybe the prediction will be wrong again and this time in your favor.*—ED.



TOPSIDE on USS Dewey a crew member stands by near Terrier launcher.

## Helicopter Capital Claim

SIR: NAAS Ream Field, at Imperial Beach, Calif., is, as most everyone knows, the "Helicopter Capital of the World." Ream Field choppers, and the pilots who fly them, do a smooth, workmanlike job year in and year out, but unfortunately receive very little publicity for their efforts.

That's why I'm writing you about a recent exploit performed by a copter attached to Helicopter Antisubmarine Squadron Four at Ream Field. While we're not claiming any records, it's fairly certain it was pioneering in a new field—night transfer at sea by helicopter.

It all came about when Fleet Air San Diego requested HS-Four's assistance in an emergency personnel transfer from the submarine *Redfish* (AGSS 395), which was operating off the coast nearby. The helicopter launched for the submarine's operating area just before sunset, with pilots LTJG D. P. Thompson and LTJG E. J. Perry, and crewman G. H. Graham SOASN, USN, aboard.

There was still some daylight remaining when they reached the submarine's operating area, but there were complications—*Redfish* was submerged on an exercise, and had not received the emergency message from Fleet Air San Diego. It took the assistance of a Patrol Squadron-46 P5M to get through to *Redfish*, and by the time the submarine had surfaced, and the man in question was ready to go, darkness had fallen.

The pick-up was further complicated by some extremely rough weather which sprang up suddenly. Both pilots had all they could do to maneuver the chopper, and Seaman Graham seemingly grew a couple of extra sets of hands and eyes to take care of a dozen jobs at once.

First, he rigged a spotlight from the sonar compartment, which illuminated the submarine's sail and provided some visual reference for the pilots while hovering. Then, he lowered the sling, and the transfer proceeded smoothly, thanks largely to his skill in directing the pilots while keeping a close watch on sub and passenger at all times.

The remainder of the flight was routine, and the passenger was soon delivered to NAS North Island and on his way.—K.G., YN2, USN.

• *Thanks for sending us the info. And—don't worry about the Ream Field copter drivers. If they keep up this type of good work, they'll get publicity—reams of it. Incidentally, if you haven't yet, see the January issue, p. 2.*—ED.



**SINKING**—Destroyermen watch *uss Block Island* (CVE 21) settle by the stern.

## ***Block Island's Battle in the Atlantic***

**SIR:** It seems strange that hardly anyone but those individuals directly concerned ever heard much about the sinking of *uss Block Island* (CVE 21) during World War II.

It was quite a story. I know, because I was there. After all, she was the only U.S. aircraft carrier sunk in the Battle of the Atlantic and was the mother ship of *uss Buckley* (DE 51) who a short time before had engaged in a wing ding battle with the German sub U-66, in which *Buckley's* crew had attacked the submariners with empty shell cases,

sidearms and coffee cups.

The evening of 29 May 1944 was a lovely one as *Block Island* steamed about 100 miles west of the Canary Islands. The ship and its four destroyer escorts were fresh out of Casablanca where a short time before they delivered to the Navy authorities there almost the entire crew of German prisoners taken from a submarine sunk by its hunter-killer group in a highly successful antisubmarine campaign in the Atlantic. The ship's officers and men on duty were at this time tracking and

following a reported enemy submarine in the area. Ten fighter pilots were in the air, searching in vectoring patterns for the marauder.

There were a number of off-duty officers in the wardroom having coffee and eating pieces of a large cake baked that day to commemorate the 1000th landing on *Block Island* by its aircraft. I had just returned from my office (where I conducted a small, extracurricular class in Spanish) when the first torpedo hit. There was no doubt as to what that crash was—I often wondered in the quiet hours of a sea-going night what a torpedo would feel like, and now I knew. It was the way I imagined—a shattering impact that seemed to start in the very center of the vessel and shake every frame and plate in the ship until it jarred every bone in my body.

The occupants of the room started to run to battle stations through the various doors. I had started toward the nearest one when the second torpedo struck. At this moment I had just reached the end of the long wardroom mess table and the shock threw me over the corner of it, but I scrambled up and proceeded to my battle station at the 40-mm guns on the port side of the ship.

Just when I reached a point on the flight deck above my guns, I heard the yell, "There he is, off the starboard quarter!" I looked behind me but could only see the crazy zigzagging of our destroyers as they churned madly in the waters about us, dropping depth charges and hedgehogs all over the place.

In that backward flash I also could see that our ship was beginning to open up in a sickening way about two thirds of the way down the flight deck. I had little time to ponder that however, because the third torpedo, after running an improbable course from our starboard quarter to our port side, hit our ship just below the water line under dermy station.

**ON THE MOVE**—The escort carrier *uss Block Island* (CVE 21) heads out to sea on an Atlantic mission.





I was flipped into the air like a rubber ball but as I came down I grabbed one of the arresting cables, a circumstance that probably prevented me from falling down onto one of the sponsons twenty feet below.

The old command, heard so many times in drill practice, but now in deadly seriousness, came by megaphone from the bridge, "Prepare to abandon ship, but do not abandon." However, this was followed shortly thereafter with "Abandon ship. Abandon ship." The old warrior was now trailing around in a slow semicircle, utterly helpless and going down by the stern.

We all lowered ourselves down life lines into the water. We all managed to get away from the sides of the ship in an assortment of doughnut rafts, net floats and whaleboats, one of which successfully removed about 16 stretcher cases. For the next four hours, the painful task of combing the sea and picking up survivors in the falling darkness occupied three destroyers; the fourth was immobilized because another torpedo had caught its stern and buckled it over onto its amidships deck house.

Up to this time we had little time to think about getting scared. But now, as we helplessly drifted around with our various floating aids, the steadily increasing chill of the water, the recurring underwater concussions that pounded our bodies from the exploding bombs and torpedoes of the sinking *Block Island*—plus the gnawing feeling that the enemy submarine or submarines were still lurking in the area and could pick off the destroyers at will—all filled us with a foreboding dread.

I timed the sinking of *Block Island* on my wrist watch. It took thirty-four minutes as she slowly—very slowly—sank beneath the peaceful surface of the ocean. She seemed reluctant to go and even after she disappeared from sight we heard the angry bursting of explosives whose charges were set off by the pressure of the deep.

I am pleased to report a happy ending. The Navy, with its custom of honoring lost ships by conferring their names on new vessels, selected a building escort carrier in the Tacoma shipyards as the new *Block Island* (CVE 106) and transferred almost the entire crew of the old ship to the new one.

Thus the name *Block Island* can now be found on the pages of history that delineate the long and bloody campaign of Okinawa, the capture of Borneo and the Celebes, the evacuation of prisoners of war from Formosa, and activities of its all-Marine bomber and fighter groups.—LCDR S. G. Paradin, USNR (Ret.).

• *Thanks. We wish we could receive more letters like this one. They really add to our knowledge of the Navy.*—ED.



ANOTHER FIRST—uss Springfield (CLG 7) relieved uss Des Moines (CA 134) and became the first Sixth Fleet flagship armed with guided missiles.

### Stars on Commission Pennant

SIR: The commission pennant, as I understand it, originally had 13 stars—which may have represented the original 13 Colonies. It now has only seven stars. So the question arises: What do the seven stars represent?

Some say they represent the seven seas or the seven great wars. Others contend they represent the original seven states.

Is there any specific reason why the pennant has only seven stars? If that number represents a Navy tradition or something of historical significance, what is it?—E.R.H., QM2, USN.

• *Commission pennants, which indicate that a ship is in commission, date from the earliest days of the U.S. Navy. Until 1933 they came in many sizes, varying from four feet to 70 feet. The larger sizes had 13 stars while the smaller ones had seven stars.*

*In 1933, two sizes were adopted as standard. Both contained seven stars. The number of stars has no signifi-*

*cance, no special meaning. The use of seven stars was decided on because it happened to provide the most desirable display.*—ED.

### Medal of Honor

SIR: Watching some of the old movies on TV, I hear the term "Congressional Medal of Honor." I also hear this term used by men with lots of service.

Then again, I hear it called Medal of Honor. Is it "Congressional" or not?—C.V.M., SN, USN.

• *It used to be called the Congressional Medal of Honor. And as you say, many people still refer to it as such. However, the correct term is Medal of Honor.*

*"Congressional" was used by all the services for many years. (For it is awarded by the President in the name of Congress.) On 11 Mar 1944, the Secretaries of the Navy and the Army and officials at the White House agreed to use the shorter term.*—ED.



HUSKY JOB—Navy plane of VX-6 Air Development Squadron lands party of New Zealand scientists and dog teams on Antarctic glacier to build camp site.



**FLAT HAT**—Twin-engine, carrier-based, early warning and intercept control plane, W2F-1 *Hawkeye*, will protect Navy task forces from airborne attacks.

#### Kudos for Compass Island

SIR: Those of us now serving in *uss Compass Island* (EAG 153) and, no doubt, our predecessors who have gone on to other duty, found it difficult to understand how you could have published "*Polaris: A Success Story*" in your September issue without even a passing reference to this ship. Fortunately, in the November issue you came up with an article on *Compass Island*. Here are some additional facts on the important work which has been accomplished by Navymen and associated civilian personnel in *Compass Island* during the past four years.

*Garden Mariner*, a former cargo ship with three years' service, was acquired by the Navy, converted at the New York Naval Shipyard, and commissioned 3 Dec 1956 as *uss Compass Island*. Her mission has been to serve as a floating laboratory to test and evaluate the very intricate and complex navigation equipment being developed for use in the Fleet Ballistic Missile program. This she has been doing with painstaking care and dogged perseverance for some 45 months.

The tested and evaluated equipment includes not only the various types and models of SINS (Ship's Inertial Navigation System), the development and perfection of which, as your article correctly stated, is "imperative," but also a wide and complicated assortment of related equipment, some operationally required in *Polaris* submarines and others necessary to the continuing evaluation process.

Every officer, enlisted man and civilian serving in the ship does so in the

firm belief that he is making his own important contribution to this program because he is doing his job to the utmost of his ability, whatever his individual assignment may be.

*Compass Island* has never sought publicity nor has it received any but the most minor sort of recognition, since we fully realize that the coordinated prosecution of the entire program is the fact of ultimate importance. We certainly do not mean to detract in any way whatever from the magnificent work of *uss Nautilus*, SS(N) 571, and *Skate*, SS(N) 578, and the expert and definitive operational tests which they were able to give to the SINS which they carried on board.

Other SINS are even now in process of development and evaluation, equipment which we hope and confidently believe will make these and their sister ships even finer weapons.—J. H. Cotten, CAPT, USN.

• As originally prepared, the article "*Polaris: A Success Story*" also discussed the work of *Compass Island* in the over-all *Polaris* program. Since the article was running far beyond its allotted length it was necessary to make some reductions. It so happened that the portions on *Compass Island* were deferred until the November issue. (See pp. 20-21.)

In the long run, *Compass Island* has not done too badly in ALL HANDS. A quick look at some past issues shows that she was mentioned in December 1956, p. 34; May 1959, p. 36; and July 1959, p. 37.

We wish it were possible to give 10 times the present amount of coverage

to the ships and units of the Navy. Within the limitations of space available, we try to strike a balance.

Thank you for the additional information on *Compass Island* and her dedicated crew.—ED.

#### Scorpion Before Internment

SIR: Since I am one of the old-timers still around who served in *uss Scorpion* at Constantinople in the period from 1914 to 1917, I'm naturally interested in the letters you have published about that ship's World War I experiences.

I was one of those *Scorpion* crew members who got out of Turkey just before the United States entered the war. We left Constantinople on 14 Mar 1917, and traveled by train through Turkey, Bulgaria, Serbia (now Yugoslavia), Hungary, Austria, Switzerland, France and Spain. Then, we went by ship from Spain to New York City. It wasn't until we reached New York that we learned the United States had entered the war the same day we left Cadiz, Spain.

There was a time, before the U.S. entered the war, when we thought we'd all be interned, and that *Scorpion* would be taken over by the German cruisers that came through the Dardanelles and anchored near us in the Bosphorus.

Once, while we were anchored in that part of the harbor, a British submarine got in and tried to sink the shipping around us. One torpedo came quite close to our ship and a boatman near us tried to spear it with a boat hook.

In the excitement *Scorpion's* CO, who had been drinking coffee, rushed out on deck, as did his mess boy. After they had gotten topside, the skipper turned to him and asked, "Jeffries, did you bring my cup?"

"No sir," the messboy replied, "I didn't even have time to bring my own."

We had three COs during my tour of duty, one of whom was LCDR William F. Bricker.

LCDR Bricker was one of several men who drowned when a small boat was swamped on its way out to the ship. *Scorpion's* Executive Officer, (the then) LT Herbert S. Babbitt, who served as skipper during the ship's internment, was also a passenger in the boat. I helped apply artificial respiration after the accident. A large funeral procession, with Turkish soldiers lining both sides of the street, was held for the victims.

Among my other memories of those days is helping to raise the American flag over the British Embassy when a detachment from *Scorpion* was given the job of guarding the place after England and Turkey went to war with one another. We also took over the British Club, opposite the American Embassy, to replace our enlisted men's



club in town. The key to the club, which the British Consul turned over to us, was a foot long.

Incidentally—speaking of our club—in 1919, while I was in Boston, I saw a picture in a window of a man to whom we had given sanctuary at the club. He hoped to represent Armenia at the Versailles peace conference, and was to speak on the subject in a Boston theater. I attended his talk. Part way through it he stopped, pointed at me and told the audience I had saved his life.

In the years that have passed since World War I, I've kept in touch with several ex-crew members of *Scorpion*, and I know there are others around. I'm sure almost every one of them has a seabag full of colorful stories about those days.

—Edward J. Sherry, CWO-4, USN (Ret).

• *We agree. Our first mention of USS Scorpion has produced more colorful stories probably than the mention of any other Navy Ship.*—Ed.

### A Badge of Distinction

SIR: I would like information concerning the Navy Distinguished Pistol Badge.

SecNav Inst. 1650.10 provides that the badge will be worn when ribbons and/or large medals are prescribed. It requests commanding officers to encourage the wearing of Marksmanship Badges on the uniform but doesn't define the uniform.

Does this mean any uniform, i.e., working khaki, for which wings are authorized?—E.E.O., LTJG, USN.

• *Badges may be worn only on uniforms for which large medals and service ribbons are prescribed. Para. 5c of SecNav Inst. 1650.10 requested the wearing of Marksmanship Badges on the uniform. However, they should be worn in accordance with Arts. 1033.3 and 4 of "Uniform Regulations."*—Ed.

### Travel by Private Car

SIR: When my ship was in the yards at Savannah, Ga., I was ordered to TAD in Norfolk, Va., for four weeks of school. Before I left on TAD I took six days' leave. I went to Norfolk with another sailor from my ship who did not take leave; riding in his car and sharing car expenses. He was paid travel expenses and I was not. The executive officer said he could not authorize TAD travel in a private automobile. The disbursing officer said I could not draw travel pay because I rode with another man.

If I can draw travel pay, how do I go about collecting it? If I can't, what instructions apply?—BTJ, EN1, USN.

• *There is no restriction on reimbursement of personal expenses for travel performed under competent individual TAD orders, unless travel is directed via government transportation, or gov-*



THAT'S OUR DADDY—H. W. Roberts, AD3, poses with his small fry as they learn about father's job with Patrol Squadron 19, NAS, Alameda, Calif.

*ernment transportation is available and not utilized. If your orders did not direct government transportation or the utilization of TRs, the fact that you traveled as a passenger in someone else's car does not act to bar the payment of a monetary allowance and per*

*dium for travel from Savannah to Norfolk and return.*

*If your disbursing officer still feels that entitlement is doubtful, the claim with all supporting papers should be forwarded to the Comptroller of the Navy for further determination.*—Ed.

### A Letter from the Editor

Before you sit down to write a letter to the editor of *ALL HANDS*, be sure to check with the sources available to you near at hand. Chances are that your division officer, division petty officer or the yeoman in the ship's office can give you the answer a lot quicker than we here at *ALL HANDS*.

This magazine handles dozens of inquiries from Navymen each day. Answering them is a service the magazine is glad to perform—if the questions asked are those to which no answer is readily available. Asking unnecessary questions puts a big workload on the *ALL HANDS* staff.

Also, many of the questions that pop up in your mind have already occurred to your buddies too. Some of them have probably written the magazine, and *ALL HANDS* has printed a complete answer to the query.

So—before you write a letter to the editor, read the recent issues of *ALL HANDS*, then check to see if the answer is not already available on the spot—from your division head or the personnel office of your ship or station. If they can't help you, try us and we'll do our best to find the correct answer.

### TARs on Active Duty

SIR: Part of BuPers Inst. 1130.4F, on the subject of Reserves enlisting in the Regular Navy, states: "... personnel who have been on continuous active duty since 1 January 1952 and have 15 years' or more active duty as of 1 July 1958, may either be enlisted in the U.S. Navy ... or be reenlisted in the Naval Reserve and retained on board as a TAR."

Before revision the foregoing instruction had a statement like "until eligible for retirement pay" after the word TAR, as I recall it.

In view of this, under the present instruction may I stay on as a TAR as long as the Navy requires my services?

—R.C.M., YNC., USNR (TAR).

• *Not quite. The provisions to which you refer permit TAR personnel who have been on continuous active duty since 1 Jan 1952 and who have 15 or more years of active duty as of 1 Jul 1958 to remain in the Naval Reserve in TAR billets, instead of enlisting in the Regular Navy. This is not intended to prolong the life of the TAR program beyond 1 Jul 1963.*

*It is true that a TAR in this category may remain on duty in a TAR billet until his services are no longer required. However, since the surface TAR program is being disestablished, the services of those who do not enlist in the Regular Navy will no longer be required after 20 years of service.*—Ed.

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS Magazine**, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• **Medical Company 3-2**—The Annual Dinner Meeting of this unit will be held at the Hotel Plaza, New York, N. Y., on 10 Apr 1961. For more details, write to CAPT David Ulmar, MC, USNR, 150 East 52nd Street, New York 22, N. Y.

• **Waves**—The 19th Annual Waves Reunion will be held at the Statler-Hilton Hotel in Los Angeles, Calif., on 27, 28, 29 and 30 Jul 1961. A post-convention jet tour to Hawaii also has been arranged. For more details, write to the Waves Reunion Committee, P.O. Box 17354, Los An-

geles, Calif.

• **uss Enterprise Association**—A reunion will be held in Washington, D. C. Tentative dates are 27, 28 and 29 Jul 1961. For more details, write to Mr. Joseph Deigh, 3750 Jason Ave., Alexandria, Va.

• **uss Oklahoma (BB 37)**—A reunion will be held at the Hotel Brunswick, Lancaster, Pa., on 5, 6 and 7 May 1961. For more details, write to Edward H. Lutz, 673 Lindley Road, Glenside, Pa.

• **Navy No. 157**—The 10th annual reunion will be held at the LeClaire Hotel, Moline, Ill., on 23, 24 and 25 Jun 1961. For more details, write to A. L. Coddington, 22 Moryan Road, Nixon, N. J.

• **U.S. Naval Hospital, Newport, R. I.**—All who were staff members of NH #3 from January 1956 to January 1957, who are interested in holding a reunion on the East Coast

during the first week of August 1961, may write to Thomas A. Lyons, 98 Main St., Millbury, Mass.

• **uss New York (BB 34)**—A reunion is being planned for all officers and enlisted men who served aboard, at a time and place to be designated by mutual consent. Those interested may write to Bernard J. Grimshaw, BM3, USN, **uss Eldorado (AGC 11)**, c/o FPO, San Francisco, Calif.

• **uss ATR 21**—A reunion is being planned for the crew of ATR 21, with time and place to be decided by mutual consent. Those interested may write to James E. Keslinger, 12333 102nd St. North, Largo, Fla.

• **uss Gantner (ex-DE 60)**—A reunion is being planned for mid- or late-summer 1961, tentatively at Cleveland, Ohio. Those interested may write to Ralph C. Swanson, 2402 Lauren Dr., S.W., Cedar Rapids, Iowa.

## Senior and Master Chiefs

SIR: The two additional grades of chief petty officer—Master Chief and Senior Chief—have been in effect now for about two years, yet various naval magazines and newspapers continue to refer to these new rates as Chief, Super Chief, or E-8 and E-9.

In my opinion, there is only one proper title for each grade of chief, and it should be used to address, announce, introduce or refer to a chief in that grade. The proper titles are: Master Chief, for pay grade E-9; Senior Chief, for pay grade E-8; and Chief, for pay grade E-7.

I believe that in the interests of good leadership, and prestige for the new rates, more publicity should be given

to the proper title for a Master or Senior Chief.

However, since the full titles of the new rates are rather cumbersome—when speaking directly to a Master Chief or Senior Chief, the term Chief would suffice. Master Chief and Senior Chief should still be used, however, in other mentioned cases.—R.Z.W., SMCM, USN.

• *First of all, we agree that when you first are formally addressed, announced, introduced, or even referred to, your full and correct title should be given.*

*We don't agree, however, that using the term E-8, E-9 or simply chief, once a person has been identified by his*

*correct title, is disrespectful to him.*

*You should understand one thing about newspapers or magazines before criticizing them for taking a few liberties with rate titles. It is done only in the interests of variety and smooth reading. We think it is appropriate to use E-8 or E-9 occasionally rather than to keep repeating the more formal Master or Senior Chief. Although the term "super grades" may be appropriate in describing E-8 and E-9, we steer clear of the term "Super Chief," particularly as an alternate title for these grades.*

*It makes good sense, as you have pointed out, to use the informal "Chief" when speaking to an E-8 or E-9 within your own office or organization.—ED.*

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U.S. NAVY



WHAT A BAG, DAD—Falcon is off on a flight. Below: Truck seems small under Navy blimp landing on MCAF runway.

## Falcon Is Fat and Fit

**I**T HAD BEEN a five-day trip, with only two stops, for the oversized Navy visitor reporting for temporary duty at Marine Corps Air Facility, Santa Ana, Calif.

In spite of its wide girth, the new arrival was in trim condition after flying across country from Lakehurst, N.J., to work out of the MCAF on oceanographic surveys and research and development projects in the Southern California area. Some kind of record could be claimed by *Falcon* as the largest, non-rigid, lighter-than-air ship to fly over the mountains to the West Coast. She crossed the Van Horn Mountain Range at an altitude of 4800 feet, steering through Van Horn Pass out of Del Rio, Tex.

Two other records held by the ZPG-2W are the world's lighter-than-air record of 8200 non-stop air miles without refueling and a record of 11 days aloft, or 264.4 hours of continuous flight.

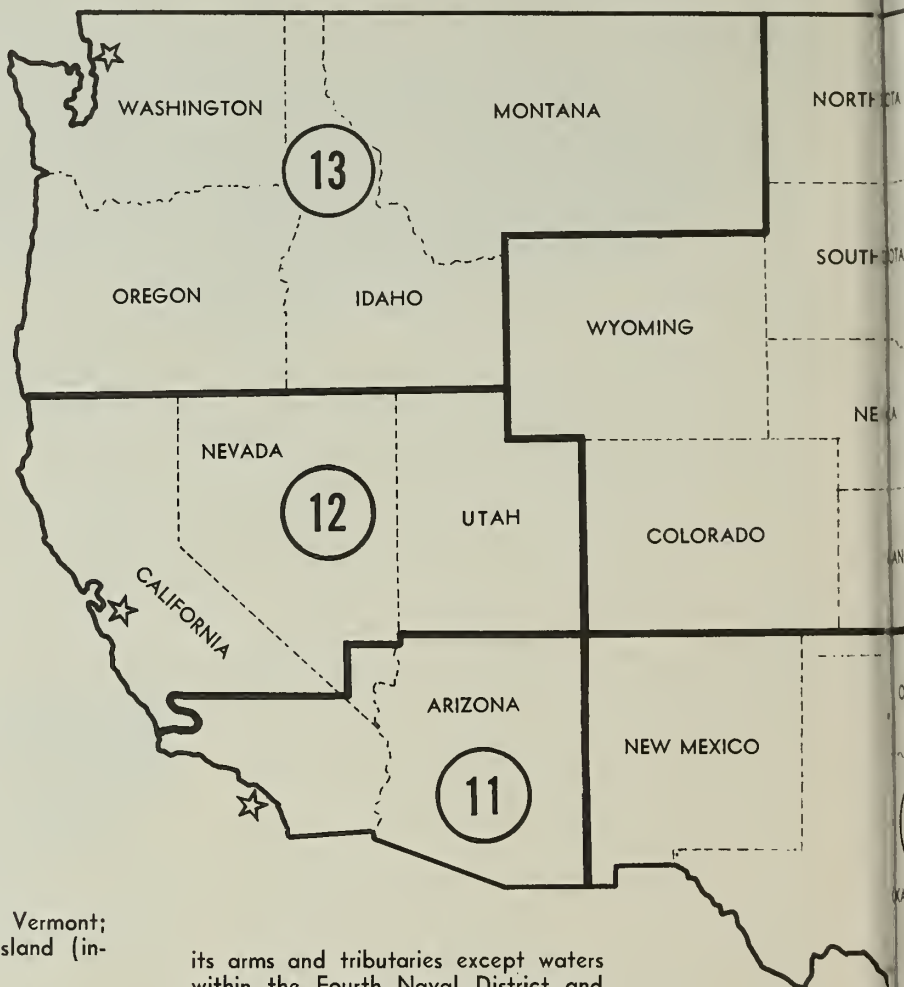
*Falcon* measures 343 feet from nose to tail. Inside the envelope, made of two sheets of cotton with neoprene filling in between, is one million cubic feet, by volume, of helium. In spite of its large size, the Navy blimp has plenty of room, in a seven-acre hangar.

IN THE BAG—One million cubic feet of gas fills blimp.



NOSING IN—Crewman threads mooring line through mast.





#### 1st ND—Boston

Maine; New Hampshire; Vermont; Massachusetts; and Rhode Island (including Block Island).

#### 3d ND—New York

Connecticut; New York; northern part of New Jersey, including the counties of Monmouth, Middlesex, Somerset, Hunterdon, and all counties north thereof; also the Nantucket Shoals Lightship.

#### 4th ND—Philadelphia

Pennsylvania; southern part of New Jersey, including counties of Mercer, Burlington, Ocean, and all counties south thereof; Delaware, including Winter Quarter Shoal Light Vessel; and Ohio.

#### 5th ND—Norfolk

Maryland, less Anne Arundel, Prince Georges, Montgomery, St. Marys, Calvert, and Charles Counties; West Virginia; Virginia, less Arlington, Fairfax, Stafford, King George, Prince William, and Westmoreland Counties and the city of Alexandria; also all waters of Chesapeake Bay including

its arms and tributaries except waters within the Fourth Naval District and the counties comprising the Potomac River and Severn River Naval Commands west of a line extending from Smith Point to Point Lookout thence following the general contour of the shoreline of St. Marys, Calvert, and Anne Arundel Counties, as faired by straight lines from headland to headland across rivers and estuaries; Kentucky; and the counties of Currituck, Camden, Pasquotank, Gates, Perquimans, Chowan, Dare, Tyrrell, Washington, Hyde, Beaufort, Pamlico, Craven, Jones, Carteret, and Onslow in North Carolina.

#### 6th ND—Charleston

North Carolina, less the counties of Currituck, Camden, Pasquotank, Gates, Perquimans, Chowan, Dare, Tyrrell, Washington, Hyde, Beaufort, Pamlico, Craven, Jones, Carteret, and Onslow; South Carolina; Georgia; Florida; Alabama; Tennessee; and Mississippi.

8th ND—New Orleans  
Louisiana; Arkansas; and New Mexico.

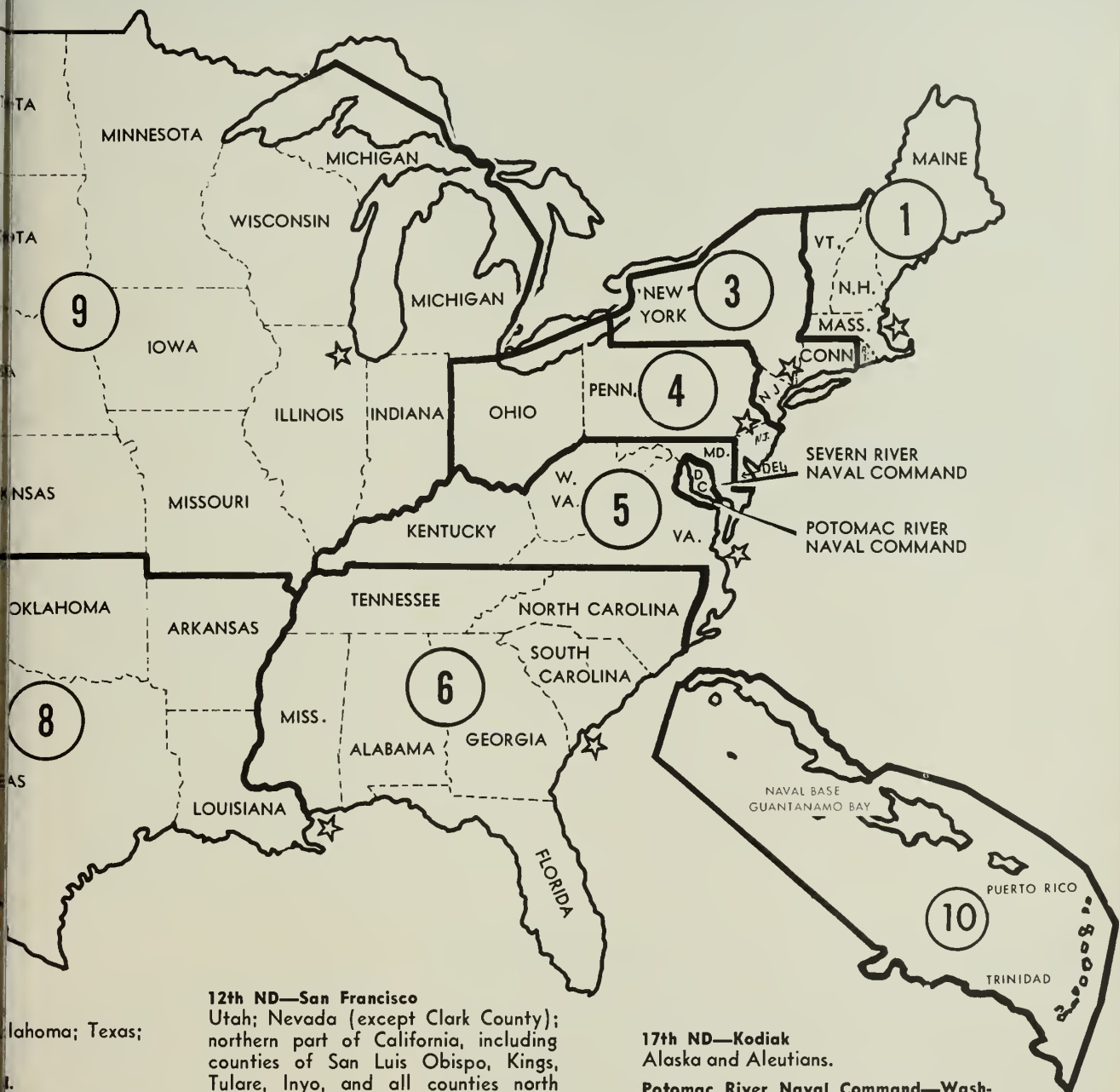
9th ND—Great Lakes  
Michigan; Indiana; Illinois; Minnesota; Iowa; Missouri; Kansas; Colorado; and Nebraska.

10th ND—San Juan  
Caribbean area.

11th ND—San Diego  
Arizona; Clark County; southern part of California; Santa Barbara, Bernardino, and San Diego counties; and thereof.



# THE NAVAL DISTRICTS



## 12th ND—San Francisco

Utah; Nevada (except Clark County); northern part of California, including counties of San Luis Obispo, Kings, Tulare, Inyo, and all counties north thereof.

## 13th ND—Seattle

Washington; Oregon; Idaho; and Montana.

## 14th ND—Pearl Harbor

The Hawaiian Islands and islands to the westward and southward including the Midway Islands, Kure, Wake, Johnston, and Palmyra Islands, Kingman Reef and Kwajalein Atoll (Marshall Islands).

## 15th ND—Balboa

Panama Canal Zone.

## 17th ND—Kodiak

Alaska and Aleutians.

## Potomac River Naval Command—Washington, D. C.

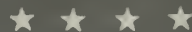
The Potomac River up to Great Falls; The District of Columbia and the counties of Prince Georges, Montgomery, St. Marys, Calvert, and Charles in Maryland; and the counties of Arlington, Fairfax, Stafford, King George, Prince William, and Westmoreland in Virginia; and the city of Alexandria, Va.

## Severn River Naval Command—Annapolis, Md.

Comprises the county of Anne Arundel, Md.



# TODAY'S NAVY



**STEADY NOW**—Members of the flight-deck crew aboard the attack carrier *uss Saratoga* (CVA 60) keep a sharp eye on low-flying A3J *Vigilante* aircraft.

## Oceanographic Data Center

A clearing house for oceanographic data, set up in Washington, D.C., is now the focal point for collecting, processing and preserving information about the seas.

Designated as the National Oceanographic Data Center, the activity is administered by the Hydrographer of the Navy and is staffed with oceanographers, marine biologists, geologists, mathematicians, physicists, chemists, and physical science technicians.

Most of the data with which the new center works was transferred from files in the Navy Hydrographic Office. (Sample items: More than 20 million machine cards punched with North Atlantic observation data.)

Information made available by the center will be used in oceanographic prediction techniques, such as fishing population and ship routing forecasts, and in basic research investigations such as studies of the Gulf Stream, hurricane research, and fishing mortality problems. The Center will also provide information to aid in the preparation of new oceanographic atlases.

The Center is responsible for the distribution of the results of its oceanographic surveys to participating organizations which include the Navy Department, U.S. Coast and Geodetic Survey, Bureau of Commercial Fisheries, National Science Foundation, Atomic Energy Commission, and the Weather Bureau.

## NUC for Deep Freeze '60

For Task Unit 43.1.3 early last year it was a period of high adventure. Consisting of *uss Glacier* (AGB 4) and *Burton Island* (AGB 1), the unit, serving with the U.S. Naval Support Force, Antarctica, during Operation Deep Freeze 60, succeeded in penetrating to the coast of Antarctica in the Bellingshausen Sea area, a feat never before accomplished by surface ships.

After reaching Thurston Peninsula, the ships charted 120 miles of coastline and discovered a great many new geographical features as they plowed through uncharted waters. A land formation that was supposed to be a peninsula, for example, turned out to be an island.

Ashore and afloat, members of the task unit carried out surveys in the fields of geology, glaciology, hydrography and oceanography. The surveys were carried out in an unexplored region in the face of almost daily snowstorms, difficult ice conditions and poor visibility.

For its work the task unit has been awarded the Navy Unit Commendation by the Secretary of the Navy. With this award goes the authority for each person in the unit who participated in Deep Freeze 60 to wear the Navy Unit Commendation Ribbon. The period of this operation was from 8 Feb 1960 to 12 Mar 1960.

## Pensacola Homecoming

Naval aviators will be guests at a homecoming party in Pensacola, Fla., this year between 6 and 11 June as the citizens of that Gulf Coast city join with the Naval Air Station there to celebrate the Golden Anniversary of Naval Aviation. More than 70,000 men who have received flight training at the Pensacola Naval Air Station are being invited.

Citizens of Pensacola and the surrounding area are working with Air Station planners to honor Naval Aviation, which has helped defend our nation for 50 years. And Pensacola, generally known as the "Cradle of Naval Aviation," has had an important role in the training of young aviators almost from the beginning.

## YESTERDAY'S NAVY



On 2 Mar 1805 Congress authorized building of 25 gunboats for the protection of United States ports and harbors. On 3 Mar 1815 war was declared on Algiers—Commodore Stephen Decatur dispatched to the Mediterranean. On 4 Mar 1858 Commodore Matthew C. Perry died in New York. On 8 Mar 1854 a treaty with Japan permitting U.S. ships to enter Japanese ports was ratified. On 15 Mar 1889 *uss Trenton*, *Nipsic* and *Vandalia* were wrecked at Apia, Samoa, in a terrific storm with a loss of 50 lives. On 30-31 Mar 1944 carrier planes in Palau area destroyed 18 enemy ships.



This year's anniversary celebration has been incorporated with a local affair, held annually in Pensacola, known as the Fiesta of Five Flags. Among the many events planned for the celebration will be a beauty contest, golf clinics, open rifle and pistol championship, skiing tournament, horse show, skin-divers' spearfishing rodeo and—exclusively for naval aviators—a golf tournament and fishing rodeo.

Winner of the beauty contest will be crowned "Miss Golden Anniversary of Naval Aviation."

The Pensacola Naval Air Station will hold open house, with exhibits and static displays, and on one day of the celebration, a cadet regiment review and graduation exercise will be held. The Air Station will also sponsor a helicopter square dance and demonstrations of flight tactics, toss bombing, dive bombing and rocketry.

### Job for 16-Inch Gun

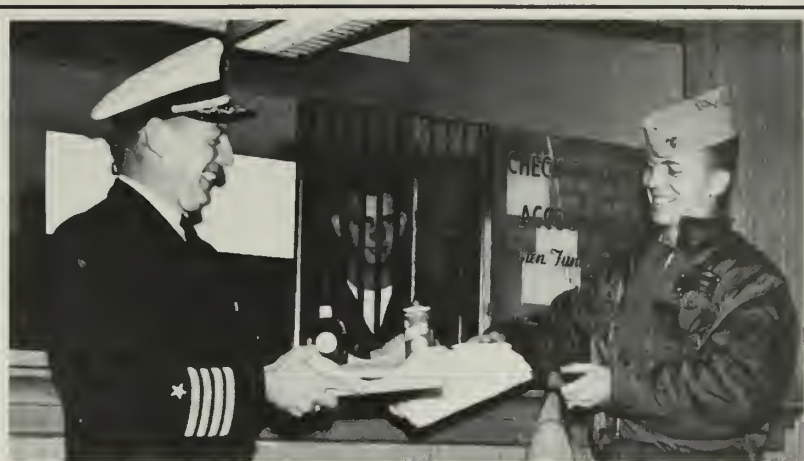
A unique use has been found for the battleship's 16-inch rifle. The breech end of one of these guns has been converted into a press that safely and economically compresses ultra-sensitive powdered explosives into high-density molded charges.

Developed at the White Oak Naval Ordnance Laboratory, Silver Spring, Md., the press is a valuable tool in a research program aimed at determining the explosive patterns of various shaped charges.

Called the NOL Isostatic Press, it is a fluid-filled chamber in which the sensitive powdered explosives, contained in custom-shaped rubber molds, are subjected to equal pressure from all sides. When pressure of 30,000 pounds per square inch is applied by means of four hydraulic pumps, charges of uniform density and without cracks or cavities, are produced.

With the new press an explosive charge is uniform in density throughout, owing to the evenly distributed pressure along all surfaces. Such a charge can be machined more easily and its performance is subject to more accurate predictions when exploded.

Explosive charges compressed with a standard hydraulic press are not as uniform. Though they are more compact at the surfaces (where the moving ram makes contact) they are less compact in the interior, where pressure is not applied directly.



**STRANDED PILOT** receives overnight kit from CAPT M. A. Piper, XO, NAS Norfolk, who was the originator of the kit idea to help unexpected visitors.

## Overnight Kits for Stranded Airmen at NAS Norfolk

There comes a point in the career of just about every Navy aviator when he finds himself stranded. Expecting to make a brief passenger or fuel stop at a distant airport, he learns that unexpected weather conditions or mechanical troubles have brought on a layover of many hours. This usually means being caught short without funds, without toilet gear and without appropriate clothing.

At the Naval Air Station, Norfolk, Va., however, the "withouts" have become "withs." The executive officer there, Captain Max A. Piper, USN, came up with the idea of placing overnight kits in the officers' quarters and EM's barracks.

The overnight kits, furnished at

no cost to the stranded pilots and crew members, include such items as towels, toilet articles, civilian clothing and uniforms.

But what good are liberty clothes and an open gangway without a little cash on hand? This problem was met by setting up a fund from which the stranded crew may borrow during their stay.

Captain Piper said the idea of the kits had been eagerly accepted when discussed with aviators who had been stranded.

There is no charge for use of the kits. From time to time, though, the kits will be supplemented and new gear will be purchased from voluntary donations by grounded but grateful aviators.



**SUPER SERVICE**—Overnight kits are a popular item with stranded airmen.

## Connally Succeeds Franke as SecNav

John B. Connally, Jr., a World War II Navy veteran of such battles as the Gilberts, Marshalls, Marianas, Philippines, Formosa, China Sea, Bonins, Ryukyus—and, during the last part of the war—Japan itself, is the new Secretary of the Navy.

Mr. Connally relieved William B. Franke on 20 Jan 1961. Mr. Franke had been SecNav since 1959, and before that, Under Secretary of the Navy.

Before Mr. Franke began his work in government, he was chairman of various businesses and headed his own accounting firm. He first went to Washington in 1948 as a member of the U.S. Army Comptroller's Panel. He then served a short time as Assistant Secretary of Defense before he became Under Secretary and Secretary of the Navy. Mr. Franke has returned to his home in Rutland, Vt., where he plans to act as consultant to the Board of Directors of several corporations.

The new Secretary of the Navy is a 44-year-old lawyer from Texas. He was born in Floresville, attended public schools in San Antonio and Floresville, and later graduated from the University of Texas in Austin.

In 1941 he was commissioned Ensign in the U.S. Naval Reserve and in little more than four years had progressed through LTJG and LT, to the rank of Lieutenant Commander. He remained on active duty until 1946 and finally left the Naval Reserve in 1954 with the same rank.

During his years of active duty, Mr. Connally served in the Office

of the Chief of Naval Operations, the Office of the Undersecretary of the Navy, and then went to Algiers where, for nearly a year, he assisted in planning for the Italian invasions.

Following this duty and some specialized training in radar, he was assigned to *uss Essex* (then CV 9), which won the Presidential Unit Citation for service in the Pacific between 31 Aug 1943 and 15 Aug 1945.

As Radar and Radio Officer, and later as Flight Direction Officer aboard *Essex*, Mr. Connally participated in the battles listed above. Admiral T. L. Sprague, usn, who then commanded Task Group 38.1, called our new SecNav an "extremely outstanding officer."

For his services during World War II, former LCDR Connally was awarded the Legion of Merit and two Bronze Star Medals, each with Combat V, together with the following campaign ribbons: American Defense Service; American Campaign; European-African-Middle Eastern, with one operation star; Asiatic-Pacific, with one silver and two bronze stars (seven operations); World War II Victory; and the Philippine Liberation, with two stars.

In his civilian life, Mr. Connally has a diversified background in law, business and corporate management. He has been president and manager of an Austin, Texas, radio station, and he has had additional management experience in such fields as oil, oil field services, radio-TV, and ranches. He has also served as a director of several corporations.

The Marjorie Sterrett Battleship Fund was first established in 1917 by a newspaper, the *New York Tribune*, after a 13-year-old girl named Marjorie Sterrett donated her week's allowance of a dime "to help build a battle-ship for Uncle Sam."

After receiving the letter, with dime enclosed, the newspaper established a fund in the little girl's name. Since that time trustees of the fund have made available to the Navy yearly a certain amount of money which is given to selected ships as a prize for their performance.

### Skeet for the Fleet

Skeet shooting can be a lot of fun if you're on a skeet range, but if you are skeet shooting with a five-inch, 38 caliber, it's a serious business. After all, if those guns are ever needed to protect the ship, the men who operate them had better be able to hit what they are shooting at.

A common skeet-type target used by Navy ships today is the guided missile. Even though guided missiles, (usually called drones) make good targets, to keep them in repair, get them airborne, retrieve them, and then make them ready for future flights, is a big job. For East Coast ships, the job is most likely to be done by Utility Squadron Six, based at the Norfolk Naval Air Station.

Here's the story, as reported by "The Dope Sheet," of NavAirSta, Norfolk.

In addition to men at the home station, VU-6 has a permanent detachment with the U.S. Sixth Fleet in the Mediterranean, another group at Dam Neck, Va., and usually has other groups aboard individual ships in the Atlantic.

During the recent around-the-world cruise of *uss Canberra* (CAG 2), for example, a group of men were aboard to supply targets for the ship.

When these targets are new, they are delivered to the squadron from the factory unassembled. Squadron personnel must assemble, check and test each one before it can be flown.

Launching the bird and maneuvering it are part of the game. After the target is launched, it is tracked by radar and maneuvered from the home ship. The targets can dive, bank, climb, and cavort around the firing ship for some 30 minutes at speeds of about 175 miles an hour in an attack pattern like that of an

### Marjorie Sterrett Awards

The destroyers *uss Somers* (DD 947) and *uss Blandy* (DD 943), the stores ship *uss Rigel* (AF 58) and the ammunition ship *uss Mount Baker* (AE 4), have been selected by Admiral Arleigh Burke, usn, Chief of Naval Operations, to receive the Marjorie Sterrett Battleship Award for fiscal year 1960.

In receiving this award, *Somers* and *Mount Baker*, from PACFLT, and *Blandy* and *Rigel* from LANTFLT, have been singled out as the outstanding ships in the Navy. Besides

the glory, each of the four ships receives a check for \$500 from the Marjorie Sterrett Fund, which goes into its Welfare and Recreation Fund.

In past years only one ship from each Fleet has received money from the Marjorie Sterrett Fund. This year, however, two ships from each Fleet were selected, and for fiscal year 1961, six ships in each Fleet (one from each type command) will be selected. Under the 1961 plan, each of the 12 ships should receive about \$330 from the fund.



enemy aircraft. When the target is hit, or on command from the mother ship, a parachute in the target opens and the target drops into the water.

The parachute is about twice the size of chutes used by aviators. It normally takes about an hour to fold and rig a chute for a target.

Aboard ship, when this parachute must be refolded, the riggers usually work at night because of the vast amount of space needed to lay out the chute. Aboard *Canberra*, for example, men of VU-6 worked in the mess hall well into the night to get the targets ready for another day's schedule.

Each time a target lands in salty or brackish water, it must be "decontaminated." If a crew reaches the target before it has been in the water for five hours, it does not need to be disassembled and flushed (unless damaged), but simply cleaned and washed.

On the other hand, if it remains in the water for more than five hours, it must be completely dismantled, and each part must be washed and flushed.

Power for these drones comes from a 19-cell battery which will last, when new, for 24 to 30 hours on one charge.

Several drones are currently in use by VU-6. Early in the development of this type of target, old planes were rigged for remote control and used as targets. Targets used today are smaller and some have been used for as many as 10 flights.

Care for a little skeet shooting?

### Meet Hamilton and Jefferson

Alexander Hamilton and Thomas Jefferson will join the Navy, probably sometime in 1963. Their job will be to cruise below the surface of the oceans with *Polaris* missiles at the ready.

These are two more Fleet ballistic missile submarines which have recently been named. The keels of both will be laid this year and they should be commissioned in 1963.

Thomas Jefferson, SSB(N) 618, will be the last *Ethan Allen* class submarine. The 410-foot submarine will displace some 6900 tons. Others in the same class are *Sam Houston*, SSB(N) 609, *Thomas A. Edison*, SSB(N) 610, and *John Marshall*, SSB(N) 611.

Alexander Hamilton will be second of the *Lafayette* class of *Polaris*-



**GUNG AHOY!**—Navymen and Marines from *uss Coral Sea* (CVA 43) hit Okinawa beaches as Bluejackets join Leathernecks in amphibious exercise.

firing submarines. Two other ships, still unnamed, have also been authorized for this latest class of SSB(N). They will be 425 feet long and will displace some 7000 tons.

### Record for Copter Squadron

An intensified safety program has paid off in more than two years of accident-free flying for Helicopter Anti-Submarine Squadron Eight in the Western Pacific. HS Eight, based aboard the Seventh Fleet's *uss Bennington* (CVS 20), logged its 10,000th continuous safe-flying hour on 7 January.

The squadron says its claim to fame is the result of safety consciousness by everyone—from her skipper, CDR W. C. Butler, to the newest apprentice.

Pet items on the CO's safety check-list are:

- Stiff exams required before POs are assigned as plane captains.
- Weekly corrosion control inspections by probing officers who, armed with flashlights, thoroughly check each plane.
- Rigid tests for plane commanders every six months.
- Pilot safety meetings once a week. (It's a requirement that all pilots attend.)

HS Eight also has a no-exception order that one qualified plane commander always be on watch in flight control during operations involving

helicopters. He grades approaches, landings, and adherence to safety procedures. Expert trouble-shooting on the flight deck has also prevented instances that could have become in-flight emergencies.

**HIGH TIME**—Crew of *uss Bennington* celebrates 10,000th accident-free flight hour chalked up by HS-8.





**CHANGE OVER**—Flags were exchanged on ex-USS *Grosse Pointe* (PC 1546) as ship joined Republic of Korea navy.

### Minesweeper for Italian Navy

A lot of things happened in a short while to the Navy's MSC-280 at Seattle, Wash. The coastal minesweeper had its U.S. national ensign hauled down, signifying its departure from the U.S. Navy. Then it had the Italian national ensign hoisted, signifying its transfer to the Italian navy—and its commissioning in that navy. At the same time it took on a name—*Mandorlo*—and changed its designation to M-5519.

Built in Tacoma, Wash., *Mandorlo* ("almond tree") became the 13th minesweeper transferred to Italy at Seattle and the 113th ship transferred at Seattle to a foreign government under the Military Assistance

Program. The ceremony took place at Pier 91, Naval Supply Depot, Seattle.

*Mandorlo* has an over-all length of 145 feet, a 27-foot beam and a displacement of 378 tons (full load). Her present allowance is three officers and 34 enlisted men.

Following the ceremony *Mandorlo* remained in the Seattle area about three weeks, undergoing intra-ship exercises, training drills and preparation for sea. Then the ship departed for San Diego, Calif., for a month's workout under the Fleet Training Command there. Next came a month of type training under Commander Mine Forces, Pacific. And finally, departure from the U.S. for Italy.

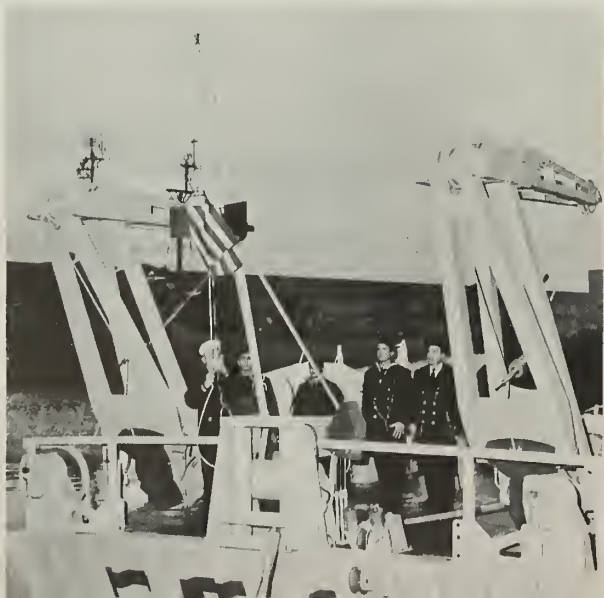
### Sub-Chaser for ROK Navy

The Republic of Korea navy is now one ship stronger, thanks to the United States and the Military Assistance Program.

LCDR Kwak Tong Su, ROKN, left the United States in February as commanding officer of the former U.S. Navy sub-chaser, USS *Grosse Pointe* (PC 1546) which is now ROKS *Kum Chong San* (PC 708). The ship is named for a mountain near Pusan, Korea.

Since last November, when the Commandant, 13th Naval District, officially transferred the PC to the Consul General of the Republic of Korea, the ship and her crew of five officers and 60 enlisted men have

**MSC GOES ROMAN**—Former MSC-280 becomes a member of the Italian fleet under Military Assistance Program.







**DESTROYER GOES SPANISH**—Spanish honor guard being inspected. Rt: U.S. sailors man the rail for the last time.

been training at Seattle, Wash., and at San Diego, Calif.

*Kum Chong San* is a submarine chaser with an over-all length of some 173 feet, a 23-foot beam, and a full load displacement of 348 tons. She is not a new ship, however. Before reactivation in October 1960, the ship had been in the Reserve Fleet for five years.

The former *Grosse Pointe* is the seventh PC to be commissioned in the Korean navy.

### McGowan Crew's Last Job

They said it couldn't be done, but the men of *uss McGowan* (DD 678) did it. When *McGowan* was transferred to the Spanish government, under the provisions of the Mutual Defense Pact, the men of *McGowan* had only a short six weeks to make her ready for transfer after they returned to Naples from the Middle East. To meet its deadline, the crew logged in a heap of overtime.

Many of the power tools normally used for the job were not to be had, but the men made do with what was available to them. The ship was completely scraped down to bare metal and painted from the voids to the yardarm.

Many of the men finished their assigned tasks ahead of time, and immediately volunteered to do other jobs. Sonarmen, signalmen and boilermen all pitched in to finish off sections of the ship that were still undone.

One of *McGowan's* Navymen volunteered to be suspended by his feet into a small space to apply the necessary paint. The same man also volunteered to touch up the yardarm and the interior of the funnels.

Working for 40-hour stretches with only a few hours of sleep became routine.

The climax for *McGowan's* men came when Vice Admiral George W. Anderson, Jr., COMSIXTHFLT, was joined, in praising the crew, by officers of the Spanish navy. Admiral Arleigh A. Burke, USN, added the final touch in a message praising a job well done.

### Sailing for Ecuador's Navy

*Auxiliary Floating Drydock Number 17* (ARD 17) has a new name: *BAE Amazonas*. The 489-foot vessel is now a member of the Ecuadorian navy, following transfer from the

U.S. Navy in ceremonies at the Rodman Naval Station, Panama Canal Zone.

From the Naval Station, the ship was towed to the Ecuadorian seaport of Salinas by the fleet tug *Los Rios*, a former U.S. Navy tug also serving in the Ecuadorian navy.

With accommodations for three officers and 66 enlisted men, the drydock has an 81-foot beam and can service submarines and destroyers up to 1650 tons.

The ship was accepted for Ecuador by the country's defense minister, accompanied by the Ecuadorian navy's commandant general, and other government representatives.

**JOINT EFFORT**—Spanish and American sailors heave on mooring lines of *uss McGowan* (DD 678) in Barcelona, Spain, before transfer to Spanish gov't.



## Seventh Fleet's Been A Life Saver for Hundreds Lost in the Pacific

Ever worry about being lost at sea? If so, statistics show that your chances of being saved are better than ever.

The U.S. Seventh Fleet, for example, participated in more than 30 sea-air rescue missions in the Western Pacific during 1960. Over 300 persons who otherwise could have become permanent victims of the deep were saved.

One of the Fleet's major rescue jobs was handled by *uss Arnold J. Isbell* (DD 869). *Isbell* rescued 104 passengers from Japan's *Marli Nr. 5*, which had broken up on Baker Shoal in the South China Sea.

Another major rescue mission—this one with 53 British lives at stake—was handily accomplished by helicopters from the antisubmarine carrier *uss Yorktown* (CVS 10).

The largest number of individual missions involved searches for missing fishermen. There were fewer than 10 calls for the Fleet to locate downed pilots and aircraft.

Items from Seventh Fleet's 1960 rescue log:

### • January

*uss John S. McCain* (DL 3) rescues 41 members of sinking Japanese cargo ship *Shinwa Maru*.

### • February

*uss Tioga County* (LST 1158) takes on board nine man crew of sinking Formosan fishing boat 235 miles northwest of Manila. The vessel had been adrift for three days.

*uss Taussig* (DD 746) takes Formosan merchant ship *Yun-Using* under tow 165 miles southwest of Taiwan. Ship had been lost in gale for two days. Twenty-four crewmen saved.

### • March

Five U.S. Marines swept to sea on raft during exercise, rescued by helicopter from Hung-Tou-Hsu Island, 40 miles east of Formosa. Twenty-six ships and aircraft had participated in search.

### • April

*uss Arnold J. Isbell* (DD 869) saves 104 passengers stranded on grounded Japanese vessel (see above).

*uss Ticonderoga* (CVA 14), *Bon Homme Richard* (CVA 31), and other Fleet units conduct three-day search for downed Air Force pilot 120 miles north of Okinawa.

### • May

P5M search plane of Philippine-

based VP-40 makes open-sea landing 450 miles northwest of Manila to take aboard patient from Norway's ss *Fernfield*. Patient taken to Sangley Point, P. I.

### • June

Helicopters from *Yorktown* (CVS 10), rescue 53 men aboard British freighter aground on Pratas Reef (see above).

### • July

VP-40 plane and Coast Guard UF make open-sea landing 70 miles northeast of Manila; rescue passengers of ditched commercial airline's DC7.

### • August

*uss George K. Mackenzie* (DD 836) rescues downed Navy pilot south of Japan. Pilot spent seven hours on liferaft.

VP-40 unit spots capsized Philippine vessel near Cavite. Seventh Fleet ship notified, and participates in rescue of 19.

### • September

*uss Charles Berry* (DE 1035) rescues Chinese fisherman who had been adrift seven days on bamboo raft 125 miles northeast of Taiwan.

*uss John R. Craig* (DD 885) evacuates Chinese navy chief petty officer with acute appendicitis from Tung Sha Island of Pretas Reef.

Fleet ships and aircraft search for 29 survivors of downed R5D Marine aircraft 180 miles south of Okinawa.

*uss Ashtabula* (AO 51) evacuates Philippine Constabulary corporal from Rabuyan Island in Luzon Strait. Patient was taken to Laoag on Luzon for treatment of acute appendicitis.

### • October

*uss Cacapon* (AO 52) rescues two Okinawan fishermen stranded in disabled 18-foot power boat. Grateful fishermen offered entire catch to non-accepting Navymen.

*uss Frank E. Evans* (DD 754), operating near Okinawa, rescues six persons adrift for 10 days (last five without food or water) in recreation boat.

Seventh Fleet flagship *uss Saint Paul* (CA 73) leads search for two Okinawan fishermen missing in 20-foot canoe. Other searching ships: *Oriskany* (CVA 34), destroyers *Boyd* (DD 544), *Bradford* (DD 545), *Wedderburn* (DD 684), *Perkins* (DDR 877), *Comstock* (LSD 19), *Vesuvius* (AE 15) and *Pine Island* (AV 12). *Boyd* makes rescue.

VP-40 aircraft evacuates seriously injured Filipino from Babian on Cebu.

Lookout aboard *uss Coral Sea* (CVA 43) spots two Japanese fishermen clinging to capsized boat off Katsuura Kaiba-Ken, Japan. *uss Leonard F. Mason* (DD 852) notified, makes rescue.

### • November

Seventh Fleet aircraft search for pilot who had crashed south of Naha, Okinawa.

*uss O'Brien* (DD 725) locates and rescues Philippine fisherman whose boat had collided six hours earlier with towed floating drydock.

### • December

Air Force pilot retrieved from East China Sea off Okinawa by units of 1st Marine Aircraft Wing.

Helicopters from *uss Hancock* (CVA 19) evacuate two injured Ryukyuan from Tarama Jima.

*uss Hornet* (CVS 12) and *Frank E. Evans* (DD 754) receive medical distress message from merchant vessel. Winds and waves of typhoon force prevent transfer of asthmatic patient to *Hancock*. Successful alternative: Necessary medication dropped near merchant ship; recovered.

*uss Benner* (DDR 807) rescues two Saipanese fishermen missing in 16-foot boat for two days.

Seventh Fleet conducts search for missing F-100 aircraft pilot 140 miles south of Osaka, Japan.

Carriers *Hancock* and *Bennington* conduct sea-air search for downed air lines plane south of Manila.

*Hancock* aircraft locate sinking Japanese fishing boat south of Japan. *uss Orleck* (DD 886) takes boat under tow after crew evacuated to another fishing vessel.

*uss Hopewell* (DD 681) locates and rescues seven crew members of Japanese vessel adrift for 42 hours. *uss Henry W. Tucker* (DDR 875) also participates in search.

*uss Sproston* (DDE 577) answers call for medical assistance 250 miles south of Manila; takes on crewman of Monrovia tanker who had been severely burned by hot fuel oil. Patient taken to Navy Hospital at Subic Bay.

Remember—these rescues cover the activities of just one Fleet. If all the ships and aircraft in all the Fleets were included, this rescue list would, of course, be much longer.





CHINESE TREAT—K. Hew, SK3, and aunt ready to serve. Rt.: Won ton is prepared for crew of *uss O'Bannon*.



### O'Bannon's Chinese Dinner

Kenneth Hew, storekeeper third class aboard *uss O'Bannon* (DDE-450), had invited several of his shipmates to his home in Honolulu for a genuine Chinese dinner. Mrs. Hew's cooking made quite a hit with her son's friends, and soon other members of *O'Bannon's* crew wished they would get invitations to the Hew dinner table.

Since the dining room table in the Hew house wasn't big enough to seat *O'Bannon's* 150 sailors, the next best thing was for the food to go to the crew.

*O'Bannon's* supply officer sent over the ingredients necessary for a five-course Chinese dinner, and for two days the kitchen and terrace of the house of Hew were fragrant with the delicious aroma of Chinese cookery as eight members of the Hew family prepared the repast. Twenty five chickens, among other things, were prepared for the feast.

After the cooking was finished, the family filled huge pots and pans full of oriental delicacies and took them to *O'Bannon's* men. Some of them didn't do too well with the chopsticks, but they all agreed that the Hew family could turn out a Chinese dinner fit for a mandarin.

### Julie Jezebel Joins Neptune

Jezebel was a notably wicked woman. Julie-Jezebel, although younger, is equally wicked—at least from the viewpoint of enemy submarines.

The Julie system permits underwater detection at greater ranges than was heretofore possible by using an explosive sound source for echo ranging. Jezebel buoys are then able to locate the enemy sub by

triangulating on the noise the Julie system produces.

The two systems are linked together in the electronic equipment of *Neptune* antisubmarine aircraft, and the Navy has just awarded a new contract for their installation.

The installation of Julie-Jezebel on 69 *Neptunes* will complete a program begun in 1958 to modify approximately 300 earlier model *Neptunes* already in service.

### Patrick Henry Joins Fleet

*uss Patrick Henry*, SSB(N) 599, has taken her 16 *Polaris* missiles to sea to join forces with the Navy's first Fleet Ballistic Missile submarine, *uss George Washington*, SSB(N) 598, which was deployed last November.

Both submarines are 380 feet long and displace 5400 tons. They are each armed with 16 1200-mile-

range *Polaris* missiles, but will be able to use the 1500-mile-range *Polaris* missile when it is developed.

*Patrick Henry*, which is commanded by CDR Harold E. Shear, USN, went to sea only after she had successfully test-fired several *Polaris* missiles while submerged.

### Ready by December

*Constellation* (CVA 64), which was damaged by fire at the New York Naval Shipyard on 19 Dec 1960, is now expected to be repaired for about \$47,942,000—not \$75,000,000 as originally estimated. Also, completion of the carrier should be delayed only seven months, rather than 12, as first thought.

The lower estimates were made after shipyard and BuShips experts were able to inspect the ship thoroughly and to prepare detailed estimates of the cost of replacing electronics equipment, piping, and wiring, and making structural repairs.

### Seabeas Help Build Sea Wall

When 15-foot waves lashed coastal Ventura, Calif., early this year, 20 Navymen of Mobile Construction Battalion 9 were among the first to be called on for help. The equipment operators, steelworkers and mechanics joined forces with some 200 civilians, then used more than 50,000 sand bags to build a sea wall.

On the third day of the effort, the city was declared a disaster area, emergency equipment from other parts of the state was ordered, and federal aid was requested to help put homeless Venturans under roof.

During the storm more than 25 homes were destroyed, and some 3000 citizens evacuated.



FOR REAL—DD Man, G. S. Rogers, SN, pockets fork and tries eating with chopsticks during Chinese feast.

Brief news items about other branches of the armed services.

U.S. AIR FORCE School of Aviation Medicine scientists have reported that human tissue has survived a 50-hour trip to outer space which included 31 orbits of the earth.

The tissue was on board the *Discoverer 17* satellite which was launched from the Vandenberg Air Force Base and was later caught in midair near Hawaii by a USAF C-119 aircraft late last year.

Survival of these cells was particularly significant. Seven hours after the satellite was launched, a solar flare began. It continued for the first 13 hours of the satellite orbit. This phenomenon greatly increased the radiation throughout the orbit. But even with the added radiation, a nuclear physicist at Brooks Air Force Base, Texas, reported that the radiation received by the specimens was not a lethal dose.

Before this, scientists believed that the radiation from a solar flare might be deadly to an astronaut unless he was protected by heavy shielding. However, other answers were suggested by this flight. Some of the specimens had been encased in aluminum while others were protected by various heavier metals. Analysis indicated that those protected by the aluminum received a lower dose of radiation than those with lead shielding.

This is particularly important to future experiments. Although the effects of a one-shot test cannot be accepted as the final answer, the test did indicate that heavy shielding may not be necessary to protect an astronaut who orbits for less than 50 hours. The lighter shielding would allow more weight for useful payload.

The human cells aboard the satellite were samples of eye and bone joint tissue, plus human gamma globulin, the blood protein which is one of the body's main lines of resistance to infection.

In addition to the human cells which were carried to outer space, algae were also aboard. Air Force scientists believe algae may be useful in providing a suitable



**SWAMP GOER**—Truck-amphibians like this are ideal for recovering nose capsules at Cape Canaveral.

atmosphere for astronauts. (Algae, a group of plants which includes most forms of seaweed, absorbs carbon dioxide and produces oxygen in a continuing cycle.) Space radiation apparently had no effect on the algae.

★ ★ ★

**GRENADE TOSSING** has gone modern, and tomorrow's soldier won't have to depend on his pitching arm to lob grenades a few feet. He'll fire them to distances up to 400 yards or more from a newly-developed launcher which closely resembles a single-barrel sawed-off shotgun.

Called the XM79, the lightweight grenade launcher will combine the M-14 rifle and the M-60 machine gun to provide an infantry platoon increased mobility, firepower and independence of action. Simple and easy to operate, it's designed to give the individual soldier an area fire capability between the maximum range of the hand grenade and the minimum range of the mortar.

Only a little more than two feet long, and weighing but six pounds, XM79 features a double-action mechanism of the break-open type, and an all-aluminum barrel. A nine-ounce complete round fires a six-ounce projectile of high explosives at a muzzle velocity of 250 feet per second. A delay arming fuze will protect the firer from effects of the explosion.

★ ★ ★

**THE AIR FORCE** plans to spend nearly 63 million dollars for modernization of its instrumentation and data-gathering facilities on the Atlantic Missile Range.

Most of the funds will be used to fit out two large surface ships with more modern instruments than those presently carried by a fleet of smaller craft. Some C-130 aircraft also used on the range will have more advanced tracking and data-gathering equipment installed.

The Atlantic Missile Range was established with the activation of Patrick Air Force Base some 10 years ago. It consists of a chain of island tracking stations in addition to the specially equipped ships and aircraft.



**SINGLE-HANDED**—One man can fire Army's antitank rocket grenade, XM-72, from disposable container.



THE U.S. ARMY will get a newly developed front line telephone service next year—one which will use no wire lines or cables.

The new system, based around 12 radio communications central systems, will provide switched radio service to battle areas similar to conventional telephone service. Radio central—VHF transmitters—will be mounted in a weapons carrier on a three-quarter-ton truck. Subscriber stations—transmitters and receivers—will be installed in jeeps or armored personnel carriers.

Each subscriber unit will work through the central station switchboard, where incoming radio messages will be dispatched to their destination—other subscriber vehicles, long distance radio relays, or wire circuits.

A single sideband will provide more channels of information and more communications systems in a given zone. The central will be able to transmit and receive voice, facsimile and teletype messages. Other design features: Full duplex operation; in-channel net, and emergency conventional netting should the central station become inoperative.

★ ★ ★

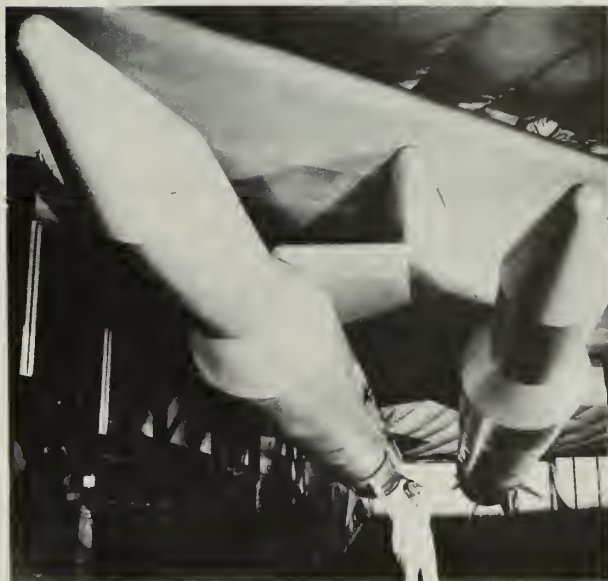
LATEST IN THE AIR FORCE'S B-52 (*Stratofortress*) series is the B-52H. The difference between the "H" and its predecessor—the B-52G—is that the newer version has 17,000-pound-thrust engines, a new ASG-21 Gatling gun armament system, and an increase in range even greater than the 10,000-statute-mile range of the B-52G. In both, integral wing tanks are used for jet fuel.

Primarily a missile-launching bomber, the B-52H is being prepared for compatibility tests with the solid fuel missile *Skybolt*.

As the Fleet Ballistic Missile submarine pairs off with the *Polaris* missile, so does the B-52H pair off with the *Skybolt* missile. When the *Skybolt* becomes operational several years from now, it can be launched from the B-52H as far as 1000 miles from multiple targets, thus making it unnecessary for the bomber to penetrate heavily defended hostile territory. Once launched, the missile will follow a ballistic path to its target.



DIVING — Army tests LCM-8 (landing craft, medium) to check reaction to launch from deck of cargo ship.



GO-GETTER—Mock-up shows hypersonic air-to-surface ballistic missile (*Skybolt*) under development for AF.

The *Skybolt* will be ready for firing at all times from a constantly shifting missile base; and it will be inter-continental in nature since its B-52H launching platform can be refueled in flight, enabling it to travel thousands of miles.

★ ★ ★

ELECTRICITY for an Army camp in Greenland is being supplied by a nuclear power plant, the first to be used at a remote field location. Situated at Camp Century, about 800 miles from the North Pole, the plant provides electricity for power, heating and lighting.

It also produces steam for melting sub-surface snow for the camp's water supply. This is done at a deep well at one end of the camp. The water is produced by conveying steam to the bottom of the well. There the steam melts sufficient snow to create a pool of water of the desired size.

Heating takes on a special meaning at Camp Century. During the long winter night, which lasts from October to February, surface temperatures plunge to 70 degrees below zero and winds reach a velocity of 125 mph and more.

The 2000 kw. semi-portable, pre-packaged nuclear power plant is air transportable. Portions of it were flown to Greenland. Others were shipped by sea.

★ ★ ★

THE AIR FORCE is investigating the feasibility of a vehicle that will be able to rendezvous with and inspect satellites in space. A civilian radio corporation will develop the final-stage vehicle and inspection payload.

The present program is a technical exploration. If successful, it could lead to a system that would make it possible to rendezvous with unknown satellites in orbit for identification purposes.

Launch vehicle for the system will probably be the *Atlas/Agena B*. This program will be managed by the Air Force Ballistic Missile Division.

# THE BULLETIN BOARD

## Ever Had Duty on an Atoll? Kwajalein Is a Typical Example

**K**WAJALEIN ISLAND, from which the atoll takes its name, is one of some 90 islands and islets in the world's largest atoll. Situated at the southeastern tip, Kwajalein (Kwajalin) itself is a little under three miles in length, and one-half mile in width at its widest point. Elevation is eight feet.

**Climate** — Kwajalein has a marine-tropical climate, which is fairly pleasant most of the year. The average temperature is 82 degrees Fahrenheit, and the average humidity is 82 per cent.

**Clothing** — The uniform of the day for officers and CPOs is tropical khaki or tropical whites, consisting of short-sleeved shirts and either trousers or shorts. White service uniforms are required for inspections and occasional social functions. It is recommended that a tropical weight suit be brought and if you have a dinner jacket bring it. First class petty officers and below wear whites, dungarees, or khaki shorts with skivvy shirts, depending on the occasion and the nature of the duties performed. Civilian clothing may be worn after working hours. Usually, men wear aloha shirts and trousers or bermuda shorts of lightweight dacron-type materials. A supply of uniforms is maintained at the clothing and small stores and the Kwajalein Store. An exception is white service uniforms. Civilian clothing is available at the Kwajalein Store, although the selection is limited.

Women and children will find lightweight cottons (nylon-dacron) most practical. There is dry cleaning service available, but the general rule is that cottons are acceptable for teas, luncheons, dinners and club affairs, as well as for general wear. Cocktail or summer evening dresses should be brought for dances and parties. Bermuda shorts may be worn on the station. Sunback dresses are generally worn, but if you have the tendency to sunburn easily it is suggested that dresses with jackets be brought.

Cotton underclothing is recom-

mended. Supplies of women's and children's shoes are limited. School-age children wear shorts and shirts or cotton dresses to classes. Preschoolers usually play in shorts or sunsuits. Dressy clothing for Sunday School and parties is suggested. A lightweight raincoat is a must for each member of the family. Light sweaters will be useful on cool evenings and in the few air-conditioned buildings.

**Medical and Dental Services** — The island has a modern station hospital and dispensary, and medical services are available. It is advised that you have a complete medical and dental check-up before leaving for Kwajalein. If you wear glasses, you should bring an extra pair and a recent prescription, since all orders for new lenses must be sent to Honolulu. Out-patient medical services plus hospitalization are available. If you need special drugs and medications, you should bring plenty with you.

**Transportation** — Private automobiles, motorcycles or motorscooters are not authorized. The number of government vehicles is limited, but because of short distances and good bus service, transportation provides no problem. Bicycles are useful and should be shipped with household effects. The Kwajalein Store stocks

quality bicycles. Corrosion will deteriorate bicycles quickly and considerable care and attention must be given to them. An initial spray with clear lacquer is helpful.

**Commissary and Store Purchases** — The Kwajalein Store is the only outlet for toiletries, household appliances, clothing and tobacco goods within a 1400-mile radius. All essential items are stocked, but the selection and sizes of women's and children's clothing and shoes are limited. Magazines are available, as well as pocket-book editions. A well stocked section devoted exclusively to fishing gear is maintained. Excellent buys on cameras, projectors, and allied supplies are available.

In the household section, sheets, pillows, pillowcases, towels and other linens as well as kitchenware are kept in good supply. There is a cosmetic and jewelry counter also. A large variety of toilet articles and cigarettes, cigars, pipes and pipe tobacco is available. China, crystal, flatware and Oriental knickknacks are found here along with a small stock of wicker chairs.

Radios, phonographs, tape recorders and classical as well as popular records can be purchased. Toys and party decorations are stocked seasonally, but speaking generally, suitable children's toys and party gifts are available the year round. Men's clothing, such as shoes, shorts, aloha shirts and swim trunks, is in fair supply.

Because Kwajalein is a tax-free port, substantially lower prices than those charged in Hawaii or Mainland exchanges for goods from the Orient prevail. Photographic equipment and jewelry, particularly jade, and Hong Kong artifacts are good buys.

**The Kwajalein Commissary** — Regular shipments of fresh produce and canned goods assure residents of well balanced, varied meals. Regular shipments of fresh frozen milk and fresh eggs from Hawaii are also received. Frozen meats and fresh frozen fruits and vegetables, cake

All-Navy Cartoon Contest  
Charley Wise, HM1, USN



"I painted his throat, Chief—what now?"



mixes, ice cream and frozen juices are all stocked in addition to a large selection of canned goods. Fresh-baked bread and some baked goods, as well as packaged cookies and dry cereals, are always available. Eggs are as fresh as surface delivery permits. Baby food is also stocked.

**Postal Service**—All the usual post office services are available. Air mail is recommended for all letters, as air mail time between Kwajalein and the West Coast is only two or three days. The only correct mailing address is:

Name  
Navy #824, Box  
(assigned upon reporting)  
FPO, San Francisco, California

**Domestic Help**—Marshallese women may be hired for domestic help for from \$1.50 to \$1.80 per day, depending upon the size of your family. Maids are hired on a "first come, first served" basis. There are not a sufficient number to provide a domestic servant for each set of quarters.

**Religious Worship**—The Kwajalein Chapel, with a capacity for 240, was built as a memorial to the men who gave their lives seizing the island. Built in the shape of a cross, its roof sweeps lazily down, native style, into wide eaves a few feet above the ground, leaving long, low sides entirely open to the trade winds. Both a Protestant and Catholic chaplain are assigned.

**Housing**—There are 289 housing units, all of which are permanent concrete structures of one and two levels. Some units are single, but the majority are of the duplex type, with a few having four units in the structure. Some units have carports and patios. All are completely furnished with basic furniture including floor and table lamps, kitchen appliances and tables and coffee tables. The furniture is rattan with bright tropical print cushions. Interiors are painted soft shades of green or buff and are unusually cool and attractive for forward area tropical housing.

**Household Furnishings**—Essential items of furniture and major kitchen appliances are found in all quarters. If you bring electric fans, vacuum cleaners, phonographs, sewing machines, air conditioners and radios, they will add to your enjoyment, but it must be borne in mind that deteri-

oration is rapid in the tropics and time and energy must be spent in caring for these items.

A radio is a must. Note also that at present there is no TV station on Kwajalein.

The following items should be shipped: Curtain material (cotton in solid colors is best), light blankets, normal requirements in bed linens and towels, shower curtains and hooks, cooking appliances such as beaters, blenders, ice crushers, toasters, dishes and glassware, plus cooking utensils and plastic food containers.

All stoves are electric. Hot water is provided and each set of quarters

has a refrigerator in addition to a freezer. Wringer-type washing machines are available for all quarters. Automatic washers are not allowed because of the critical water situation during the dry season. Although the floors are tile, a vacuum cleaner is helpful in cleaning the house and window screens.

Children's toys are available in quantity only during the Christmas season. Bikes, tricycles, wagons, and other large play equipment will deteriorate unless cared for, but if you have children they need toys. The school playgrounds are well supplied with swings, teetertotters, slides, and other playground equipment.

## WAY BACK WHEN

### The Fleet in the Revolutionary War

It takes many types of ships to make a Navy. Today they range from USS Weatherford (EPC 618)—according to some authorities the Navy's smallest commissioned surface ship—to 60,000-ton attack aircraft carriers.

During the Revolutionary War (1775-1783), a group of 42 ships, which made up the principal fleet of the Continental Congress, ranged from a little four-gun sloop to a 74-gun ship-of-the-line. Eight different types of ships were represented in that fleet.

The first two were ships—that is, ship-rigged vessels (square-rigged, a bowsprit and three masts, each mast formed of a lower mast, top mast and top-gallant mast). Placed into the new nation's service in 1775, these two ships (*Alfred* and *Columbus*) served until 1778.

Five other ships followed the original two: *Ranger*, *General Gates*, *Saratoga*, *Washington* (1782-84) and *Duc de Lauzun*.

There were seven sloops (single mast, fore-and-aft rigged). These usually mounted 10 or 12 guns. One, the aptly-named *Mosquito*, carried but four guns. The names of two sloops (*Hornet* and *Independence*) are still carried by ships of today's Navy.

Brigs (two-masted and square-rigged) were six in number. They carried 12 to 16 guns. *Brigantines*, which differed from brigs in having a fore-and-aft mainsail, numbered only a pair: *Resistance* and *Retaliation*.

There was also a pair of schooners: *Fly* and *Wasp*, each an 8-gunner. (Schooners were fore-and-aft rigged and had two or more masts.)

A loner was *Pigot*, an eight-gun galley. (A long, open vessel, propelled by oars.)

The main strength of the fleet was

formed of 13 frigates which had been authorized by the Marine Committee of the Continental Congress, in carrying out resolutions of the Congress dated 13 Dec 1775.

Five of these were 32-gunners, five were 28-gunners and three carried 24 guns. These ships began their service in 1777. Six of them carried the names of civil and military leaders of the Revolution: *Washington* (1777-78), *Trumbull*, *Hancock*, *Warren*, *Montgomery* and *Randolph*. The first three were living men during the period of their namesake ship's service.

Following the 13 original frigates came three others: *Alliance* (1778), *Confederacy* (1779) and *Bourbon* (1783).

The single ship-of-the-line of these 42 vessels was *America*. A 74-gunner, she was built at Portsmouth, N.H. She was not launched until after the Revolution, however. As a token of gratitude, *America* was later presented to France to replace its own *Magnifique* (also a 74-gunner) which had been lost in Boston Harbor.



A few hospitality kits with linens, pots, pans and dishes are available for your use until your household effects arrive. Pictures, knickknacks and other items to brighten your home should be brought with you. Ship out nothing that you will not use, as there is no storage space for household effects on the island.

**Service Shops** — A modern laundry and dry cleaning service is operated for the benefit of everyone. Limited cobbler and tailor services are also available and are located in the same building as the laundry.

An air-conditioned barber and beauty shop is available.

**Schools** — Kwajalein has an elementary school, including a kindergarten and grades one through eight. Textbook and school supplies are furnished by the school. Students in the ninth through twelfth grades must depend on supervised correspondence courses for their high school accreditation. It usually takes three to four months for the courses and books to arrive.

The George Seitz School enrollment averaged 200 pupils in the 1959-60 school year with 11 teachers and a principal. The school has its own library, records and record player, films and projector, and playground with athletic and recreational equipment. The school offers a well balanced curriculum based on the Navy overseas dependents school course of study. Achievement and reading tests are administered regularly and every effort is made to maintain the continuity of each child's education.

Supervised swimming instructions and an intramural athletic program are part of the daily school schedule. Extracurricular activities include field trips to the local power plant, nursery and neighboring islands, shell hunting, and fishing parties.

**Recreational Clubs** — The following clubs are operated:

Ocean View Club, for all personnel.

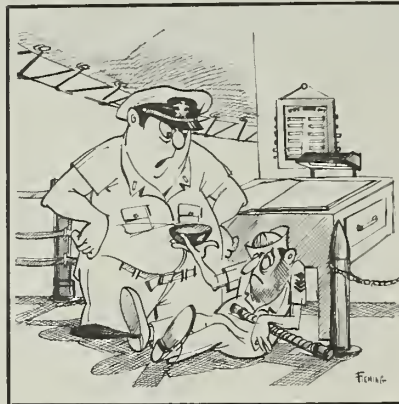
Cocoanut Grove, for all personnel.

The Crossroads Club (enlisted military personnel and civilian personnel with rating of foreman).

Yowke Yok Club (officers and civilians with officer status).

In addition to the above there is a snack bar which provides light lunches and the services of a soda fountain like a corner drug store.

## All-Navy Cartoon Contest ENS John E. Fleming, USN



"Cut the comedy act, Falquist, your chow relief is on his way."

**Recreation** — Located in the Special Services building itself are hobby shops offering opportunities for instruction in woodworking, leathercraft, model aircraft, photography, and model boat building. An eight-lane bowling alley is available for those who bowl. Facilities for boxing are maintained. All the usual American sports, except golf, can be played on Kwajalein. There is, however, a nine-hole miniature golf course.

Two swimming pools plus an excellent beach provide the settings for water sports. Fields and courts are available for football, basketball, tennis, volleyball, baseball and softball. Designated areas are set aside for fishing off the pier. Fishing gear may be checked out, but most fishermen prefer to buy their own equipment from the Kwajalein Store. Shelling on the reef at low tide is a very popular pastime.

Fishing and shelling trips, as well as trips to some of the other islands in the atoll, can be arranged. The recreational Yacht Club has a number of small craft for sailing and water skiing. The active Yacht Club welcomes new members. Skin divers, using either snorkel type masks or oxygen tanks, have brought many interesting marine specimens to collectors' shelves. The Scuba Club is open to those who can pass the tests necessary for participation. Picnic areas, complete with shelters, tables and barbecue pits, can be reserved for outings.

Movies are shown at the Richardson Theater, scene of local talent shows as well as USO and Depart-

ment of Defense entertainment. In addition, movies are shown at the Long House (officers club) and the Crossroads Club. Different movies are shown free of charge seven nights a week.

The Hourglass, an eight-page mimeographed newspaper, is published six days a week, Monday through Saturday, and is distributed free of charge. The paper publishes world and national news, in addition to local events and sports.

Radio Station AFRS, Kwajalein, operates 120 hours a week Tuesday through Saturday from 0600 until midnight and Sunday and Monday from 0900 until midnight. The station features transcribed Mainland radio shows and up-to-the-minute newscasts three times daily, as well as big sporting events via short wave. It operates on 1220 kilocycles with a maximum power of 1000 watts.

**Passports** — Personnel (and dependents) who want to take leave in Japan, the Philippines or Hong Kong, should obtain tourist regular fee passports before leaving the United States.

Dependents, whose travel has been authorized, will be notified and advised regarding baggage allowances, passports, immunizations, etc., through regular channels.

## Two Correspondence Courses Added to Available List

Two new enlisted correspondence courses have been issued by the Bureau of Naval Personnel, and two enlisted courses and one officer course have been discontinued.

Enlisted correspondence courses for active duty Navymen will be administered, in most cases, by your local command. Your division officer will help you select the courses best suited to your rate and training program, and will see that your application (NavPers 231) is forwarded to the Correspondence Course Center.

### New Courses

Machinist's Mate 1 & C (NavPers 91504-B)  
ABC Warfare Defense (NavPers 91212)

### Discontinued Courses

ECC Atomic Warfare Defense (NavPers 91210-D)  
ECC Chemical & Biological Warfare Defense (NavPers 91211-B)  
OCC The Naval Ordnance Establishment (NavPers 10963)



# Here Are Answers to Questions That You May Have Asked, Too

AS MENTIONED EARLIER, in the February issue of *ALL HANDS*, the Chief of Naval Operations and the Chief of Naval Personnel are intensely interested in problems and questions facing the Navy's junior officers.

In that issue, we attempted to answer a dozen or so of the most pressing, giving the official Navy position on each.

However, these questions aren't to be brushed off lightly. Limitations of space did not permit a full treatment of all the queries and answers. This series of career questions of junior officers (and many are of considerable interest to enlisted men, too) is continued below. More will follow in a forthcoming issue.

*What is the possibility of Navy pay being placed on an inflationary scale with the annual increase in the cost of living?*

Probably not very good. It must be borne in mind that service pay has its principal source in revenues obtained from taxes. Sound government requires, just as does business, knowledge of the relationship between income and expenses. Tying military pay to cost-of-living would be impossible to budget, while the government would not know from one month to the next how much money would be required to meet its payroll.

The stability inherent in service pay may be considered, however, both an advantage and a disadvantage. In a rising economy, the legislative machinery that must be set in motion to increase service pay is usually a step behind the cost of living. For the same reason, the serviceman benefits when the cost of living starts to slip. He has little reason to fear a business recession, and in a stable economy he breaks even.

*What is the possibility of increasing any existing fringe benefits now available to naval personnel serving in the Washington area? We are living in an inflated area where we are competing under handicap, with civilian employees whose pay scale is above the national average.*

Any fringe benefits available to naval personnel elsewhere are also available in the Washington area; thus no increase is either contemplated

or indicated. Figures developed by the Bureau of Labor Statistics of the Department of Labor indicate Washington to be no more expensive a place to live than many others in the U.S., and in fact is less expensive than many.

*Federal income taxes should be removed from service personnel's wages. Why all of this extra book-keeping? It would save a considerable sum of money for the United States. For armed forces personnel who have no outside income it would free them from filing returns. Why give us money that we must return to the government? Give us a freedom of taxes (federal) rather than a token pay raise next time.*

Many valid arguments are advanced against removal of federal income tax liability on the part of armed forces. Consider these points:

Removal of income tax liability would be an unequal pay raise because persons with few exemptions and/or small deductions would benefit to a substantially greater degree than others of the same rank or rate of pay.

Payment of income taxes produces a healthy respect for the cost of maintaining our federal government and gives the taxpayer a more personal interest in how his tax dollars are used.

If the dike is once breached by letting one category of taxpayers off of the rolls, other groups will press for like privileges and soon the entire burden will be borne by a few. Government civil service employees would have as much right to relief from federal taxes as would service personnel. State and local employees would probably follow.

## HOW DID IT START

### Naval Knowledge from A to N

For years the gamut of required naval knowledge for all enlisted men ran—from A to Z—but from A to N. The letters from A to N were the letter-keys to 14 subjects that every man in the Navy had to know before being advanced.

Though the subjects changed slightly from time to time, a typical listing (from a 1939 manual) would read like this: A. Discipline and Duty, B. What the Service Offers, C. Enlistment, Discharges, Courts-Martial, D. Pay and Accounts, E. Navy Customs . . . and so on.

The A to N concept dates back to 1902, when the *Bluejackets' Manual* was first published. In its earliest use, the A to N subjects were those that each man on board ship was required to know. By way of contrast, O to Z were the subjects that each ordinary seaman had to know.

A to N was long a part of the BuNav (Later BuPers) Manual. In the 1942 edition of the BuPers Manual (Para. 5201) it was used in this sense: "A-N—General Qualifications.—All Men in the Navy shall be conversant with general Navy subjects listed below. . . ."

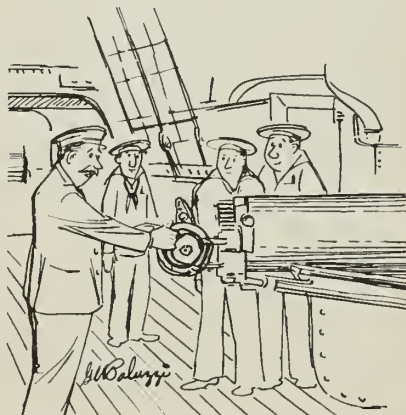
In 1943 there appeared the famous Navy training manual, the 443-page *General Training Course for Non-Rated Men*, which had 28 chapters—each chapter considered as a study assignment.

"The first 14 assignments," it stated, "are intended to acquaint the recruit with his privileges in the Navy and his responsibilities

to the Navy. The material in the remaining 14 assignments is similar to that which was formerly given in A to N; and a knowledge of that material is essential to every man who plans to strike for advancement in rating." The earlier A to N instructions of the BuPers Manual were cancelled out.

The first edition of the *Manual of Qualifications for Advancement in Rating* was published on 10 Feb 1947. Four of its pages were devoted to "Military Requirements for All Men in the Navy."

At the beginning of the manual is the last mention—and as a historical reference only—of A to N. That marked the last appearance of A to N in an official manual.



When will the Navy be able to compete with industry in remuneration of officers? A college graduate receives offers that average about \$500 per month at graduation. An ensign receives a maximum of \$348 per month. There is also quite a difference between senior officers and executives.

We feel that the Navy is competing very favorably with industry right now insofar as remuneration is concerned.

First, let's get the figures straight. The latest authoritative survey of starting wages offered college graduates in industry shows a range of from \$382 monthly for general business trainees to \$443 monthly for engineer graduates.

A newly commissioned ensign with no previous military service and with no dependents receives \$338.58; with dependents he receives \$355.68. The subsistence and quarters allowances included in these amounts are not subject to federal income tax; his pay continues through periods of sickness and hospitalization; traditional benefits such as free retired pay, survivor benefits, death gratuity, burial costs, medical care, separation pay, commissaries, post exchanges, recreation facilities, government-paid education, etc., increase the gross pay by at least an additional 15 per cent.

Additionally, ensigns are currently being promoted to lieutenant (jg) with 18 months' service and to lieutenant with about four years of service. Thus, our ensign with dependents who is promoted to lieutenant shortly after his fourth year is drawing \$565.48 monthly—almost \$200 a month increase.

Admittedly, there is still a large disparity between wages of top civilian executives and top military leaders, although the trend in the last few years has been to narrow this gap somewhat. Our senior officers are now being paid at a rate which reflects a little more accurately than heretofore their tremendous responsibilities.

*Does the Navy ever intend to give its officers incentive pay?*

Naval officers receive incentive pay now and have been receiving it for many years. Entitlement to incentive pay accrues for flying and submarine duty, and for many other types of hazardous duty for which

All-Navy Cartoon Contest  
Jack E. Loder, AME2, USN



incentive pay is authorized by the Career Compensation Act.

*Which is more important to a line aviation lieutenant—getting a specialty or preparing for command?*

The modern Navy imposes heavy demands for technical knowledge upon its officer corps. Career management and educational concepts are being geared to provide large numbers of officers who will have special knowledge by experience and training in a particular field. However, the line officer should not be divorced from his operational duties for an indefinite period of time, and his efforts to acquire a sub-specialty and to prepare for command are more or less inseparable. In any case, an aviation lieutenant should not pursue a specialty to the complete exclusion of the line duties which serve to prepare him for command.

*Why is there no straight teacher's billet, such as exists in the case of the medical officer, in the Navy?*

There is not enough specializa-

tion involved to warrant such selectivity. As a matter of fact, a great deal of the Navy activity afloat and ashore is by its very nature in the areas of education and training. Such activity occurs throughout the Naval Establishment and thus does not lend itself practically or logically to individual or area specialization. The officer's record shows that he is either qualified to instruct or has educational or training experience.

In analyzing the question of straight teachers' billets, it is necessary to look at the types and levels of training and education we have. In our training programs, we use the practical, craftsman approach. We give the trainee specific training in a specialized subject area in order to achieve learning results which will enable the man to do a useful job in the Fleet. In such practical training programs, we would fail our objectives if we were to rely upon teacher specialists, since they would soon lose touch with the Fleet.

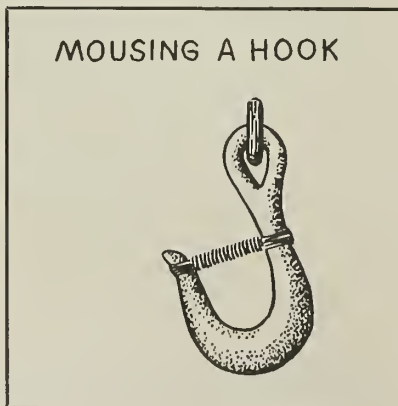
In our educational programs, we employ educators (civilians) as instructors in areas where naval experience is not essential, that is, English, foreign languages, history, aerodynamics. We provide naval officers as instructors in such fields as navigation, weapons, seamanship, and obviously, orientation and leadership, because actual experience in the Fleet is a prerequisite to full qualification in subject matter. Such officers could not be specialists in teaching only.

*In the light of civilian employment opportunities today, what measures will the Navy be taking in the future to ensure an adequate supply of competent, highly trained, career-minded technicians?*

The STAR Program, recently implemented, provides opportunities for personnel to reenlist early in their first enlistment. In return they will get an early bonus, guaranteed school training and, in certain instances, advancement without examination.

In addition, certain other items which will require DOD approval and legislation are under active consideration, for example, a variable reenlistment bonus which would permit the payment of larger sums of money to the most highly

Grains of Salt —





trained Navy technical personnel.

Furthermore, it may be necessary to create a Technical Corps of highly technical personnel necessary to the operation of our new weapons systems. These would be separately identified from enlisted men, and would receive pay which is competitive with industry.

*Is there any chance that in the near future there will be more emphasis placed on specialization than there has been in the past?*

The Navy's plans for the future are to reduce specialization and increase the number of unrestricted line officers with a sub-specialty. These sub-specialized officers will receive a number of tours in their sub-specialty plus postgraduate schooling in mathematics, the sciences, or as required. Thus, the unrestricted line officer will be better able to cope with the highly technical equipment he will have to supervise and operate in the future.

*What opportunities are available to junior officers to participate in special programs of research or development?*

The opportunities are threefold—through the staff corps, the restricted line programs, and through sub-specialization in the unrestricted line.

Entrance into the staff corps is accomplished through application and selection from among the more qualified either at initial commissioning or by later transfer.

The restricted line is largely composed of sea-trained officers who want to devote their major effort in the technical areas. The path to this program is by application and selection from Code 11XX officers who have completed an initial tour at sea—which is essential background. These officers then go on to specialized engineering billets.

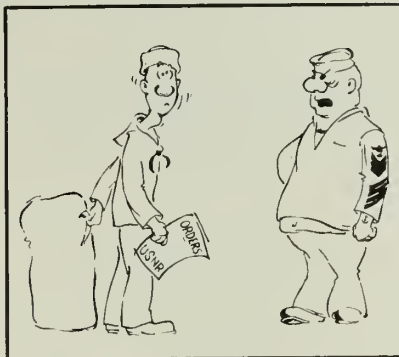
The unrestricted line officer may sub-specialize through postgraduate education and assignment to various research and development activities during normal tours of shore duty.

It should be stressed that all the Regular line officer programs emphasize sea experience before entering the program.

For the Reserve officer who is not contemplating a career in the Navy there is a small number of research or development type billets available for LTJGs and ENSs.

*The LDO program which re-*

All-Navy Cartoon Contest  
Donald S. Churchill, QM2, USN



*"Whatta ya mean, you just came from Missouri—That ship's out of commission!"*

*places the warrant officer program shows a tendency toward specialization. Is this an indication that the entire Navy, both officer and enlisted, will begin to become more specialized—for instance, with officers and men working in one field this tour of duty and another field on another tour of duty?*

Yes, the LDO is a specialist; however, so was the warrant officer. The Navy in general is not tending toward specialization as much as toward sub-specialization. In place of the two extremes of (a) the general line officer and (b) the specialist, we are now reducing the number of specialists and educating the line officer toward a sub-specialty. The line officer will serve and train in billets associated with his sub-specialty as frequently as possible. Thus, the line officer will be in a better position to operate and understand the technically advanced equipment in our ships.

*What is BuPers policy on officer career chances for general duty officers as compared to specialty officers?*

Since the careers of general duty officers and special duty officers are, and always have been separate and distinct, each with its own promotion structure and assignment pattern, it is assumed that this question does not contrast these two cadres. In any event, BuPers policies recognize the distinction between line officers and specialists and will continue to do so.

It is probable that this question is directed to consideration of the general line officer as we have historically conceived him and the new

concept of his sub-specialization. If this be the case, then BuPers policy is to foster the sub-specialization of the line officer. The Franke Report recognized and preserved command as the one undeviating goal towards which development of the line officer should be directed. However, it also took cognizance of the exploding technological advances taking place and the need for the line officer to develop a sub-specialty.

Proceeding in an evolutionary manner, BuPers has set about gradually modifying assignment practices, educational concepts and other parts of the system of officer distribution and training, to produce line officers who will have been given the opportunity to develop the sub-specialties desired by the Navy.

Because this revision of BuPers policy is directed at the career pattern of the general line officer, and does not envision splinter groups, divided into general duty and specialty officers, "career chances" remain as they have always been.

This means simply that professional performance of duty in the billets to which assigned, measured against contemporary competition in the same cadre of which an officer is a part, is the best insurance for a successful career.

*What is Congress likely to do about flight pay and retirement benefits?*

There presently is no strong feeling in Congress in regard to flight pay. The current appropriations act carries a general provision regulating (through the Secretary of Defense) "Proficiency flying; and permitting the payment of flight pay without minimum hours to certain members of the Armed Services." A new general provision was added to the 1961 Act which limited flight pay to no more than 99,046 officers.

What Congress will do about retirement benefits will probably be based on the findings of a non-governmental research organization which will conduct a full study of the military retirement subject at the request of the Senate Armed Services Committee. The Department of Defense has an ad hoc committee studying the entire officer personnel structure for all the armed forces. It is not anticipated that any drastic changes will be forthcoming to the present retirement laws.

## Rules and Advice on Doing Business with Salesmen Aboard Your Ship or Station

Those colorful merchants of an earlier Navy era—the “bum-boaters”—who swarmed out to meet incoming ships and hawked various and sundry merchandise to their crews, are pretty much a thing of the past.

Most salesmen these days, at least in this country, come garbed in gray flannel suits complete with built-in soft sell approach. The vast majority of them represent legitimate and honorable concerns. There is an occasional exception, however—and once in a while such a character manages to worm his way onto a military reservation. A recently issued SecNav Instruction (1740.1) recognizes this fact, and clarifies and spells out the procedures commands are to use in controlling this situation.

Control of commercial solicitation aboard Navy ships or stations is a command responsibility, and SecNav Inst. 1740.1 provides COs with added authority and strengthened regulatory methods to aid in providing that control.

You can help too, though, by recognizing the operator who has no business aboard your ship or station, or has gained access to it by hook or crook, and is there to sell you and your shipmates a bill of goods. And you can best do this by knowing some of the rules set up for your protection.

For example:

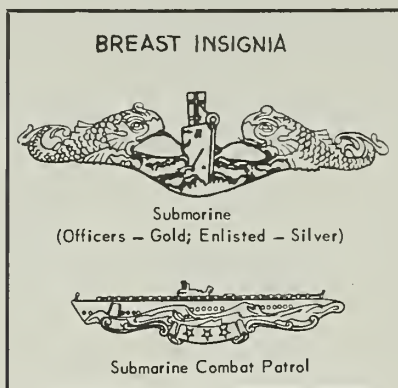
- Solicitation is required to be on an individual basis, preferably by appointment only, at a specific location and time designated by your CO.

- Solicitation of recruits, trainees, personnel undergoing enlistment or induction processing and personnel assigned to replacement drafts is prohibited.

- Also banned is solicitation of personnel at embarkation ports, except by written appointment, and solicitation before “captive audiences”—classes, mass formations, and the like.

- Military personnel on active duty are expressly prohibited from representing any commercial company for the solicitation of life insurance, mutual funds and other investment plans, commodities or services on

## Grains of Salt—



any military installation, with or without compensation.

- An official identification card may not be used to gain entrance to a military installation to solicit the sales of commodities, services, mutual funds and other investments.

- The fact that the salesman and the company or concern he represents have complied with the rules and regulations thoroughly enough to have gained your CO's permission to solicit aboard your ship or station *does not* imply official governmental or command endorsement of the commodity, service, investment fund or life insurance plan involved.

There are other items you should know, too, particularly on the subject of insurance, investments and allotments. Any reputable insurance agent, for instance, should and will take the time to explain thoroughly the plan he's selling. He'll want you to read all of the so-called “fine print,” and take all of the time necessary to reach a mature decision. Further, he is *required* to furnish both you and your CO the name and address of his company; his own

## Not Many Navymen Go to Kusanagi

*Here is a story that gives the real meaning to the idea of People-to-People. The facts were made available to us by a former Navymen and crew member of USS Oriskany (CVA 34), John B. La Macchia, Jr., of St. Louis, Mo. It reports the results of a goodwill effort of a single ship and its crew, and how that effort has evolved into something lasting.*

*Let us pass on to you the account as it is told by one of the Japanese missionaries who helps run this orphanage some 7000 miles away from the mainland of the United States.*

IN THE BEAUTIFUL PLAIN of Shizuoka Prefecture, Kusanagi, among the rice fields, the visitor can see a green wooden building and beside this a smaller one with a big title: “Oriskany Home.” It is our orphanage. Down in the yard, happy children playing, studying, working—our dear orphans.

Why of the name, “Oriskany Home”? On Christmas of the year 1952, we started our charitable work, with two children, then their number increased.

One year later, with our great surprise, we were called, from an American aircraft, “Oriskany CVA

34,” anchored at Yokosuka's Harbor. We went there with six children; the kind officers and men kept them really happy. Then the captain, in front of the crew gathered, on the main salon, presented to our Superior a donation to be used for the orphans. Since that time, our orphanage is called “Oriskany Home.”

It is big enough to recover 40 children, but right now there are only 22 the fortunate children allowed to come.

Well, let's say something about them. Some children, are orphans of both parents, some of mother or father, but, for different reasons, they cannot take care of their children.

The orphans come at the Oriskany Home in different ways: some are sent from the government, others from kind persons who likes the children but are not able to look after them all the time. We accept the little ones from 15 months taking care of them until their full age.

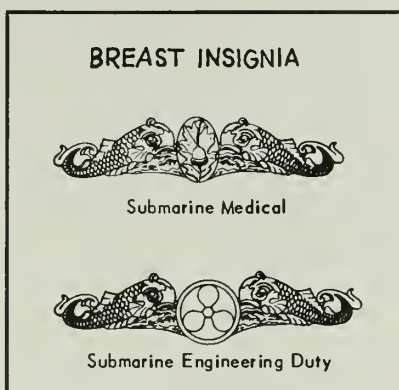
During the time that the children pass in the orphanage, they have the opportunity to learn, beside primary and middle school, even a profession, that assure them their future life.



name and address; name of insured; type of policy; amount of life insurance; amount of premium; complete information on death benefit, guaranteed cash value of paid-up insurance, extended insurance, pure endowment (if any) at the end of the first to fifth years, inclusive, and the 10th, 15th and 20th years; and a list of all exclusion provisions which might be incorporated in the policy, such as war, aviation, etc.

If you are an E-1, E-2 or E-3, your CO is responsible for counselling you concerning the purchase of life insurance aboard your ship or station prior to the processing of an allotment initiated to pay the premiums of any such insurance. He will, first of all, point out that the allotment system is a convenience not to be exploited, that its use is permitted only to provide the indi-

#### Grains of Salt —



vidual with a ready means of guaranteeing continuance of his protection under adverse circumstances.

He or his designated representative will also discuss with you your over-all financial obligations, give you a brief review of government bene-

fits accruing to survivors of military personnel, and cover the policy or policies in question. It will be carefully explained to you that the purchase of insurance is a transaction which is intended to continue over a period of years—that if the policy is allowed to lapse you may not recover more than a nominal amount of the premiums paid. He will insure that you are entering into the transaction in good faith and with a full understanding of the agreement. Men in higher grades may also get such counselling if they so desire.

In the case of mutual funds, investment plans and securities, again the agent or solicitor is *required* to furnish both you and your CO certain information about the transaction, including: Name and address of his company; his name and address; name of the investor and rank

## But They'll Always Be Welcome at 'Oriskany Home'

About their support; for the children that the government addressed at our "Home," we receive a small subsidy, but it is very, very insufficient, so we try to complete it, helping ourself with many industries; like private lessons, sewing, bazaar, etc. . . . and requests of offerings, too. For the children that are not belonging to the Shizuoka Prefecture, the government gives us nothing. And we have quite a number of them.

Now, we'll say something about their coming in the "Oriskany Home."

Here come the three little birds: Machiko — Yuko — Teruyo; the youngest of the large family. All three have the same age; 3 years old.

They are the toys of the other girls, and of the Sisters and teachers, too. Unfailingly, every morning, as a great duty to do, they go to Sister Superior's room, to receive some candies. The joy of their bright eyes is indescribable; they are the happier birds in the world.

Then, with join hands they march at the Kindergarten. An hour later, they are home again to take their lunch-box, even if it is only nine o'clock. Their little stomach is already empty. . . .

At any time, when the different signal's bell rings, immediately they run to the kitchen door, thinking that there is meal signal at all the times.

When Machiko came, she was only 13 months old. Her little body all a sore, from head to feet.

Her mother was left alone when Machiko was a tiny baby. Fortunately, a kind person came to know this, and helped the poor woman suggesting her to put the baby at the "Oriskany Home."

Now, Machiko is like a butter ball, she talks, plays and sings; her little feet, move at any sound of music. She shows good heart and intelligence. We hope she'll do very well while growing.

The next little bird is "Yuko." She came in the orphanage, like a leaf tossed by the wind. She could hardly stand and walk. Her mother felt sick with a T.B., so she couldn't care for the baby, and little Yuko didn't have enough to eat. None recognized her now; she is lively and healthy, and quite an ambitious little girl. She likes to wear nice American colored dress.

In the meantime, her mother was took to the Hospital. At the end of her life, she is very happy to know as her youngest are in

good care at the "Oriskany Home."

The third little bird is "Teruyo"—though she is 3 years old, she still a baby. She started her existence suffering, completely uncared from her both parents, so she is a little retarded. We hope and try to do our best to help her getting along quickly. Her most used word is "Ame chyoday," which means: "candies, please."

Well, there are other stories about other children, all sad. We are more than happy to have devoted our lives for this charitable work, and we try to do our best to keep the children happy now and in their future. And we would like to extend our care to much more little ones, but we are very short of means.

*This is the story of the Oriskany Home, which is operated by the Salesian Sisters at Kusanagi-Shizuoka, Shimizu-Shi, Japan. It conveys the meaning of People-to-People. USS Oriskany, which donated to the home on each trip to the Far East, has gone into dry-dock and the men who contributed have long since left Japan, but other Navy ships and their crews have continued and will continue to lend a helping hand to this project and other fine ventures.*

or rating; type of investment; amount of planned monthly investment; and a certification that penalty or surrender charges which might be suffered by you if you should terminate the plan or fail to make deposits contrary to the terms as contemplated in the purchase agreement have been fully explained to you.

COs are not required to counsel you on the merits of this type of transaction. However, if you request counselling, you will be advised that admission of a salesman to a military installation implies only that the agent's employment by an authorized security dealer, broker, mutual fund, investment fund or other authorized dealer has been verified; that the Department of the Navy does not endorse any plan; and that investments are made at own risk.

An explanation of the merits of an investment in U.S. Savings Bonds will be given you, and, if you are an enlisted man, the advantages of the savings deposit plan. You will also be advised that stock brokers, investment firms or mutual fund concerns do not qualify as banking institutions, and may not be expressly designated as payees of a Class "S" allotment.

## Applications Open for Transfer to USN, Deadline is 24 March

The Navy has put out a call to permanently commissioned line officers and Reserve officers who want to become a part of the Regular Navy in the categories of Engineering Duty (Code 1400), Meteorology (Code 1530) and Special Duty in Communications (Code 1610), Intelligence (Code 1630) and Public Information (Code 1650).

Regular Navy officers will be appointed in their current grades and dates of rank. If they are in a promotion zone the same year they are designated, their designation will be deferred until they have been considered for promotion in their present category.

Reserve officers recommended for transfer will be placed on the lineal list according to the date of rank in grade in which they are serving when transferred.

Interested officers can get detailed information from BuPers Inst. 1120-33. Applications must be submitted before 24 March.

All-Navy Cartoon Contest  
Charley Wise, HM1, USN



"He's carrying his master-at-arms job a bit to the extreme."

## List of New Movies and TV Series Available to Ships and Overseas Bases

Four TV series have recently been made available to ships through the Navy Motion Picture Service. Two of these one-hour TV shows will be packaged together for a 108-minute program. Commercials have been deleted. However, these TV programs may be shown aboard ship only. They are not to be exhibited at shore stations. Below, you will find a listing of movies and TV programs made available in January.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

### Motion Pictures

*Song Without End* (1647) (C) (WS): Drama; Dirk Bogarde, Cyprienne.

*For the Love of Mike* (1648) (C) (WS): Drama; Richard Basehart, Stu Erwin.

*The Night Fighters* (1649): Melodrama; Robert Mitchum, Anne Heywood.

*Under Ten Flags* (1650): Drama; Van Heflin, Mylene Demongeot.

*One Foot in Hell* (1651) (C) (WS): Western; Alan Ladd, Don Murray.

*The Tormented* (1652): Melodrama; Richard Carlson, Susan Gordon.

*The Walking Target* (1653): Melodrama; Joan Evans, Ronald Foster.

*Let No Man Write My Epitaph*

(1654): Drama; Burl Ives, Shelley Winters.

*Ocean's Eleven* (1655) (C) (WS): Comedy-Melodrama; Frank Sinatra, Dean Martin.

*The Crowded Sky* (1656) (C): Drama; Dana Andrews, Efram Zimbalist, Jr.

*I Aim at the Stars* (1657): Biographical Drama; Curt Jurgens, Victoria Shaw.

*Surprise Package* (1658): Comedy; Yul Brynner, Mitzi Gaynor.

*Let's Make Love* (1659) (C) (WS): Comedy; Marilyn Monroe, Yves Montand.

*Porgy and Bess* (1660) (C) (WS): Drama; Sidney Poitier, Dorothy Dandridge.

*The Boy Who Stole a Million* (1661): Melodrama; Virgilio Texeira, Marianne Benet.

*Midnight Lace* (1662) (C): Drama; Doris Day, Rex Harrison.

*Fast and Sexy* (1663) (C) (WS): Comedy; Gina Lollobrigida, Vittorio DeSica.

*Freckles* (1664) (C) (WS): Drama; Martin West, Carol Christensen.

*Squad Car* (1665): Melodrama; Vici Raaf, Paul Bryar.

*Dark at the Top of the Stairs* (1666) (C): Drama; Robert Preston, Dorothy McGuire.

### Television Programs

5020 TV-1 (Series) *Wagon Train*—Western; (Episode) The John Cameron Story.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Jessie Quinn.

5021 TV-1 (Series) *Wagon Train*—Western; (Episode) The Julie Gage Story.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Roger Mowbray.

5022 TV-1 (Series) *Bonanza*—Western; (Episode) Truckee Strip. TV-2 (Series) *The Untouchables*—Underworld Drama; (Episode) Tri-State Gang.

5023 TV-1 (Series) *Bonanza*—Western; (Episode) The Gunman. TV-2 (Series) *The Untouchables*—Underworld Drama; (Episode) Dutch Schultz Story.

5024 TV-1 (Series) *Wagon Train*—Western; (Episode) The Sally Potter Story.

TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Escape to Memphis.



- 5025 TV-1 (Series) *Wagon Train*—Western; (Episode) The Ruth Owens Story.  
TV-2 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Guns for Empire.
- 5026 TV-1 (Series) *Bonanza*—Western; (Episode) Spanish Grant.  
TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) Underground Railway.
- 5027 TV-1 (Series) *Bonanza*—Western; (Episode) A House Divided.  
TV-2 (Series) *The Untouchables* — Underworld Drama; (Episode) Syndicate Sanctuary.
- 5028 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) The Blowup.  
TV-2 (Series) *Wagon Train*—Western; (Episode) The Riley Gratten Story.
- 5029 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) The Faithless.  
TV-2 (Series) *Wagon Train*—Western; (Episode) The John Darrow Story.
- 5030 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) Star Witness.  
TV-2 (Series) *Bonanza*—Western; (Episode) The Fear Merchants.
- 5031 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) One-Armed Bandit.  
TV-2 (Series) *Bonanza*—Western; (Episode) Blood on the Land.
- 5032 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Payment in Full.  
TV-2 (Series) *Wagon Train*—Western; (Episode) The Charles Maury Story.
- 5033 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) The Boy From Pittsburgh.  
TV-2 (Series) *Wagon Train*—Western; (Episode) The Mary Dupree Story.
- 5034 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) St. Louis Story.  
TV-2 (Series) *Bonanza*—Western; (Episode) Desert Justice.
- 5035 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) The Big Squeeze.

TV-2 (Series) *Bonanza*—Western; (Episode) The Paiute War.

- 5036 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Forbidden Island.  
TV-2 (Series) *Wagon Train*—Western; (Episode) The Gabe Carswell Story.
- 5037 TV-1 (Series) *Riverboat*—Post-Civil War Drama; (Episode) Salvage Pirates.  
TV-2 (Series) *Wagon Train*—Western; (Episode) The Daniel Barrister Story.
- 5038 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) Three Thousand Suspects.  
TV-2 (Series) *Bonanza*—Western; (Episode) The Stranger.
- 5039 TV-1 (Series) *The Untouchables* — Underworld Drama; (Episode) The White Slavers.  
TV-2 (Series) *Bonanza*—Western; (Episode) Escape to Ponderosa.

## Naval Security Group Has Billets for Junior Officers

If you're an officer in the grade of LT or LTJG, and have been thinking about a job with the Naval Security Group, now's the time to apply.

NSG is looking for junior officers—including Waves—who are experienced in communications, electrical engineering, electronics, intelligence, languages, mathematics or physics.

Qualify so far?

Also, you must be a citizen of the U.S. by birth, and members of your immediate family must be U.S. citizens.

All Regular Navy officers are eligible to apply, although they generally will not be assigned to NSG until they have finished a tour at sea.

If you're a Reserve officer, you may also apply, provided you agree to remain on active duty for the prescribed tour.

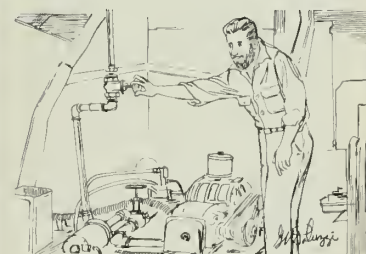
Your request, submitted in duplicate six months before the end of your present duty tour, should be sent via official channels to the Chief of Naval Personnel (Pers B133). Endorsements should include recommendations regarding any marked aptitudes or abilities.

For the detailed report, see BuPers Inst. 1331.2C.

Most communities get their water supplies from reservoirs, rivers and wells. One, however, mines its water.

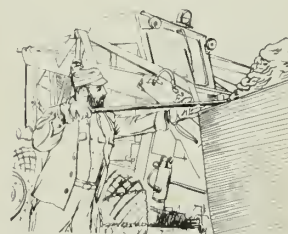
That's the way they do it at the Naval Air Facility at McMurdo Sound, Antarctica.

McMurdo Sound has an abundance of water all year 'round but it is frozen. Since the men at NAF McMurdo can't very well drink and wash in snow, Navy Seabees work snow mines on the fringes of the camp with a tractor-treaded vehicle called a traxcavator. In the course of a 12-hour workday, the traxcavator makes an average of



30 runs to the snow mine and hauls the solid water to one of five snow melters located at strategic positions in the camp.

The camp's largest snow melter is located in the laundry. It has four 1000-gallon tanks which supply enough water for cleaning the clothes of the 700 officers, enlisted men and civilian scientists who populate the installation during boom season. Boom season at McMurdo Sound is in the



good old summertime (winter in the northern hemisphere).

Although all water used at McMurdo is simply melted snow, the water must be filtered to remove the volcanic ash which forms the terra firma upon which the snow rests. It is also constantly tested because, although it is amazingly clean, it is not germ-free, and such an isolated camp can't afford to take chances.

When a traxcavator operator was asked if he foresaw the day when the snow mines would be depleted, he remarked that five and one-half million square miles of snow were still available. He thought it would last a while in spite of the world population explosion.

### Pt. Mugu Has Course on Space and Astronautics

The Navy's first Space and Astronautics Orientation course (SA-OC) is being given at the U.S. Naval Missile and Astronautics Center, Point Mugu, Calif.

A top secret course, it has been designed for commander and above, and for key civilians of the naval establishment. It provides a four-day orientation in fundamental astronautic concepts and today's space programs. Three days of classroom presentation deal with space matters, with emphasis on the ways operations in space will support and enhance the Navy's ability to carry out its assigned missions. There is a one-day field trip that takes in the Naval Missile Facility at Point Arguello and Vandenberg Air Force Base.

An applicant desiring to attend

the course should forward a request for a quota to: Commander, U.S. Missile and Astronautics Center (Code 5170), Point Mugu, Calif. Requests should be forwarded no later than two weeks before the class convening dates. Courses for 1961 are scheduled to begin March 28, April 18, May 16, June 13, July 11, August 1, August 15, September 12, October 3, October 31, November 14, November 28 and December 12.

The new course signifies high-level recognition of the need to inform responsible personnel of the essentials of the space and astronautics fields. It has been patterned after the Special Weapons Orientation Course, which treats the field of nuclear weapons in a similar manner.

### Scholarship Is Offered by Submarine Officers' Wives

A \$350.00 renewable scholarship is being awarded annually by the members of the Submarine Officers Wives Clubs.

The recipient must be the child of an active, retired, Reserve or deceased naval officer who has served a minimum of five years in the Submarine Force. The five-year require-

ment is waived in the case of submarine officers who died on active duty in the Submarine Force.

Awards will be made on the basis of scholastic proficiency, character, all-around ability and financial need. All factors will be considered equally.

The scholarship may be used to supplement other scholarships and renewal is contingent upon the re-

cipient's maintaining scholastic standards as well as meeting other requirements on which the original grant was made.

Applicants must be graduates of accredited high schools or their equivalents and intend to work toward BS or BA degrees.

Applications may be obtained from the Bureau of Naval Personnel, Pers G221, Washington 25, D.C., or from the Scholarship Chairwomen of the Submarine Officers Wives Clubs of San Diego, Norfolk, Charlestown, New London or Key West.

Applications for this year's scholarship should be sent before 15 April to the Personal Affairs Division (Pers G221), Bureau of Naval Personnel, Washington 25, D.C.

### DDG Built at Great Lakes

The guided missile destroyer *uss Henry B. Wilson* (DDG-7) has become the first Midwest-built warship to be commissioned at the Boston Naval Shipyard.

Built in a Great Lakes yard, the ship is the first guided missile destroyer of her class to be launched and the first Great Lakes-built warship to transit the St. Lawrence Seaway.

The 437-foot ship has a displacement of 4,500 tons. *Wilson* has been assigned to Commander, Cruiser-Destroyer Force, Pacific Fleet.

### Three Down — and 997 Years to Go

Three years ago on 17 March, a Thor-Able rocket blasted from its launching pad at Cape Canaveral and launched the Navy's *Vanguard I* into orbit around the earth.

Although there has been a total of three *Vanguard* satellites placed into orbit, *Vanguard I*, because of its perigee (point nearest to earth) of 406 miles from the earth and 2,467 miles apogee (furthest point), has enabled scientists to observe the earth in a new way and to draw conclusions regarding the earth that are different from concepts previously held.

*Vanguard's* stable orbit has made it possible for scientists to determine, through observation of flight changes, the shape irregularities

and the far outer atmosphere of the earth.

The satellite's close perigee led to the discovery that earth's outer atmosphere is much denser than was heretofore believed. This discovery is important in the design of subsequent space vehicles.

Science has also concluded that the earth is not round but slightly pear-shaped, with the stem at the North Pole.

The flatness of the poles was found to be 1/298.3 instead of the older figure of 1/297. This knowledge makes possible more accurate mapping of the earth's surface and adds to our understanding of the earth's structure.

*Vanguard I* pioneered the use

of solar power in space work. Solar batteries continue to furnish power for transmissions from *Vanguard I*. The fact that *Vanguard I* continues to transmit shows that erosion on satellites from meteoric dust is not so serious a threat to space vehicles as it was feared it might be.

*Vanguard II* expanded meteorological data which is still being studied. *Vanguard III* reported environmental conditions, studied the earth's magnetic field and examined solar x-rays.

All three satellites are still in orbit. The last two did not have solar battery power and are silent. *Vanguard I* is expected to continue in its orbit for more than 200 years—possibly as long as a 1000.



# DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ SMITH, Levering, CAPT, USN, for service as Head of the Propulsion Branch; as Deputy Technical Director; and as Technical Director, Special Projects Office, from 2 Apr 1956 to 20 Jul 1960. CAPT Smith skillfully directed the efforts which placed early emphasis on advancing the "state-of-the-art" of solid propellant development. Breakthroughs

★ RICKOVER, Hyman G., VADM, USN, for exceptionally meritorious service to the government of the United States from 17 Jan 1955 to 17 Jan 1961 while in charge of the Naval Nuclear Propulsion Program in the Department of the Navy and in the United States Atomic Energy Commission. Through VADM Rickover's skillful technical direction, unusual foresight, and unswerving perseverance, the United States has attained preeminence in the field of naval nuclear propulsion. His vision in the training of the crews of our nuclear-powered ships, and his insistence on high engineering standards are influencing those who bear a responsibility in preparing the Navy and the nation for the demanding and exacting trials of the nuclear and missile age. As a result of his untiring and relentless efforts, nuclear propulsion has provided us with the foundation of the new Navy — nuclear-powered submarines which have revolutionized naval offensive and defensive tactics and nuclear-powered surface ships free to go anywhere at any time. Nuclear propulsion, developed under his astute leadership, will take its place in history as one of the key developments profoundly affecting all the navies of the world. In addition to his major efforts in the nuclear propulsion field, VADM Rickover has made other important contributions in the field of naval engineering and has always been a source of wise counsel in matters affecting both the Navy and the national interest. His distinguished and inspiring accomplishments reflect the highest credit upon himself and the U.S. naval service.

resulting from his efforts provided one of the two major scientific advances needed in the conception of a practicable Fleet Ballistic Missile Weapons System.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."

★ ANDERSON, Roy G., CAPT, USN, for service from 20 Dec 1955 to 18 Sep 1958 as Head of the Plans and Programs Branch, Special Projects Office. CAPT Anderson personally supervised the preparation of many complex program plans to meet the various Fleet readiness conditions required. Conducting continuous liaison with the Office of the Chief of Naval Operations and with all other United States Navy bureaus and offices having responsibility in the program, he made a significant contribution toward the realization of progressively earlier Fleet Ballistic Missile Program operational capability dates.

★ CHILDERS, Kenan C., Jr., CAPT, USN, for service from 1 Oct 1957 to 20 Jul 1960 as Head of the Special Projects Field Office, Patrick Air Force Base, Cocoa, Florida. CAPT Childers exercised a high degree of professional ability and resourcefulness in establishing test procedures, directing tests, and analyzing test results. His work in the field of tests, test facilities and project management was a contributing factor to success of the Fleet Ballistic Missile Weapons System.

★ COLWELL, John B., RADM, USN, for service from 5 Dec 1955 to 30 Dec 1957 as Deputy Director, Special Projects Office. During this period, he succeeded in forming a group of high-caliber personnel, well versed in all aspects of missile development. The outstanding progress achieved by the Navy in the field of ballistic missiles can be attributed in large measure to his ability to mold a coordinated team of individuals and groups from government, industry, and universities under the direction of the Special Projects Office, for the purpose of developing a Fleet Ballistic Missile system.

★ EBEL, August A., CDR, USN, for service from 30 Dec 1955 to 20 Jul

1960 as Head of the Navigation Branch, Special Projects Office. Responsible for research, design, development, test, and evaluation of the navigation subsystem of the Fleet Ballistic Missile System, CDR Ebel made a distinctive contribution toward equipping the United States and the free world with the Fleet Ballistic Missile Weapons System as a vital extension of sea power.

★ ELA, Dennett K., CAPT, USN, for service from 16 Mar 1958 to 4 Aug 1960 as Head, Launching and Handling Branch, Special Projects Office. As a member of the nucleus staff of the Special Projects Office, he was responsible for the definition of effort, the establishment of the organization for execution, and the estimation of the resources necessary to achieve the objectives of this program of national scope and concern. In the attainment of this technical breakthrough, he was responsible for both executive and technical contributions to the Fleet Ballistic Missile System.

★ HART, Clarence M., CAPT, USN, for service from 22 Jun 1959 to 20 Jul 1960 as Head of the Ship Installation and Design Branch, Special Projects Office. Responsible for coordination with the Bureau of Ships to develop new ship design and types for Fleet Ballistic Missile application and the incorporation in FBM vessels of design, requirements for stowage, handling, preparation, launch, and control of the FBM system, CAPT Hart made a distinctive contribution to the Fleet Ballistic Missile Weapons System.

★ HASLER, William A., Jr., CAPT, USN, for service from 1 Sep 1957 to 20 Jul 1960 as Naval Representative, Sunnyvale, California. CAPT Hasler acted for the Director, Special Projects, in matters covering technical liaison, contract administration and inspection services. The principal coordinator and driving force in the field, he contributed materially to the *Polaris* Fleet Ballistic Weapons System.

★ HEROLD, Frank B., CAPT, USN, for service from 30 Dec 1955 to 20 Jul 1960 as Head of the Fire Control and Guidance Branch, Special Projects Office. Responsible for the research, design, development, test, and procurement for service use of shipboard fire control and missile guidance systems, CAPT Herold carried out his responsibilities with a high degree of leadership and professional skill, contributing





greatly toward equipping the United States with a Fleet Ballistic Missile Weapons System.

★ **MALLOY, John M., CAPT, SC, USN**, for service from June 1958 to November 1960 as Chairman of the Armed Services Procurement Regulation Committee. Displaying unusual ability in reconciling divergent and controversial viewpoints, not only among the military departments, but also in numerous meetings with congressional committees, major governmental agencies, and industrial groups and associations, he succeeded in gaining recognition and acceptance of the Armed Services Procurement Regulation as an authoritative document of the highest quality.

★ **MIDDLETON, Roderick O., CAPT, USN**, for service from 15 Jan 1957 to 20 Jul 1960 as Head of the Missile Branch, Special Projects Office. Responsible for the design, development, testing, evaluation, and production of the *Polaris* missile, CAPT Middleton personally directed the vast effort required to successfully achieve the development and test of the Navy's first ballistic missile. This was an immensely complicated task involving thousands of missile parts, ensuring compatibility of these in the missile, and the missile with all other subsystems of the Fleet Ballistic Missile Program.

★ **REFO, John F., CAPT, USN**, for service from 14 Jan 1958 to 20 Jul 1960 as Head of the Ship Operations and Test Branch, Special Projects Office. Responsible for the conduct of tests at flight test ranges in accordance with test requirements, objectives, plans and readiness criteria established for such tests, CAPT Refo made a distinctive contribution toward equipping the United States and the free world with the Fleet Ballistic Missile Weapons System as a vital extension of sea power.

★ **WOOTTON, James C., CAPT, USN**, for service from 4 Jul 1957 to 20 Jul 1960 as Technical Plans Officer, Special Projects Office. Responsible for planning detailed technical objectives of the Fleet Ballistic Missile Weapons System and for examining technical approaches to insure optimum advances in the state of the weapons system art, CAPT Wootton exercised outstanding technical skill and sound judgment in the performance of his work in the missile program.

#### Gold Star in Lieu of Second Award

★ **AURAND, Evan P., CAPT, USN**, for service as Naval Aide to the President of the United States from 15 Feb 1957 to 20 Jan 1961. Exercising sound judgment, personal diplomacy, and a high degree of professional competence, Captain Aurand has been markedly successful in rendering outstanding staff assistance to the President. As a member of the White House advance detail on the President's goodwill trips, Captain Aurand demonstrated unusual ability for handling intricate administrative details and for establishing cordial liaison with foreign diplomatic officials.

#### Gold Star in lieu of Second Award

★ **MCCORKLE, Francis D., RADM, USN**, for exceptionally meritorious conduct in the performance of outstanding service as President, Board of Inspection and Survey, from June 1959 to November 1960. Exercising unusual initiative, leadership, and technical skill, Rear Admiral McCorkle has been eminently successful in carrying out his responsibilities in the highly complex field of trials and inspections of Navy ships and aircraft. Notable examples of his keen foresight and vigorous efforts are: a reorganization of the Board of Inspection and Survey which resulted in increased efficiency, standardization of trials and inspections throughout the Navy, and a more compact, manageable organization.

#### Gold Star in lieu of Third Award

★ **DIXON, Robert E., RADM, USN**, for exceptionally meritorious conduct in the performance of outstanding service as Chief, Bureau of Aeronautics, Washington, D.C., from July 1957 to November 1959. Exercising sound professional judgment and dynamic leadership, Rear Admiral Dixon rendered distinguished service throughout this period, contributing significantly to the development, procurement, readiness, and availability of naval aircraft and weapons systems. Vigorous and articulate in support of the merger of the Bureau of Aeronautics and the Bureau of Ordnance into the Bureau of Naval Weapons, he actively participated in the initial planning phase.

#### Gold Star in Lieu of Third Award

★ **WARD, Norvell G., CAPT, USN**, for services as Commander Submarine Squadron 14 during the development, fitting out, training, commissioning, and first operational phases of the first Fleet Ballistic Missile Submarine Squadron. During the period 1 Jul 1958 to 15 Sep 1960, CAPT Ward was responsible for the execution of the difficult task of supervising the development of plans, tactics, doctrines, and operational procedures for the support of the Fleet Ballistic Missile Weapons System. His duties encompassed the establishment of material, operational and personnel requirements, and liaison with government agencies, contractors and scientific laboratories working on the *Polaris* missile system.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **SMITH, Donnie R., AT2, USN**, for heroic conduct on 10 Jun 1960 while serving as Aircrewman with Unit 12 of Helicopter Utility Squadron One, attached to the Pacific Missile Range Facility, Kwajalein, Marshall Islands. When the helicopter in which he was flying as crewman developed engine trouble and was forced to ditch at sea, Smith elected to remain in the plane to aid a Marshallese native who was being transported to a hospital. With the helicopter sinking rapidly, Smith managed to push the man through a small port escape hatch to the surface and, before abandoning the aircraft himself, attempted to take the five-man life raft to the surface, but found the escape hatch was now blocked by the bamboo cot used by the disabled native. He then swam downward and succeeded in escaping through the starboard hatch to safety.



# HIGH WINDS ON SAMOA



## ALL HANDS BOOK SUPPLEMENT

*The political situation was tense at Samoa in 1889. Three great powers—Germany, Great Britain and the United States—had earlier laid claims to the series of islands and, during that year, had agreed to a conference in Berlin to iron out their difficulties. Meanwhile, warships of the three nations maintained station at Apia Harbor on the island of Upolu, keeping a careful eye on each other.*

*It was at this time that Samoa was struck by one of the most severe storms in years. It is described below by RADM Lewis A. Kimberly, USN, who had been dispatched by the United States onboard USS Trenton to "extend full protection and defense to United States citizens and United States property."*

**I**N APPROACHING APIA HARBOR from the sea, you see before you a beautiful green landscape of mountains, hills and valleys, covered with the fleeting shadows of the trade clouds as they are wafted to the westward towards Savaii. On the low coast as you approach, the long pendent leaves of the cocoa palms are swaying in the breeze, their stems overhanging the beach.

If the tide is high, you see nothing but water right up to the edge of the trees that border the beach; if the tide is low, instead of water, you see spread out before, the flat surface of the coral reef. This reef extends from two points slightly over a sea mile apart. Where the rivers Vaisiquano and Mulvai debouch, they have cut the coral out from the reef; and this clear space forms the anchorage, as the coral ceases work wherever the

influence of fresh water is felt.

This anchorage is in the shape of an irregular letter V with the wide part facing the north and sea, where it is about three cables in width.

In the rainy season the Vaisiquano becomes a mountain torrent that sweeps through the harbor and out to sea. On the occasion of the hurricane, the increase of the amount of its water, and the force with which it was ejected, scoured the bottom of the harbor, leaving nothing but the bare coral bottom so the anchors had nothing to hold by. This was one cause of the ships dragging.

During the Samoan hurricane the southern coast of Upolu was struck by the storm-wave which destroyed a stone church and a plantation of 500 coconut trees. As it passed on, its effects were felt on islands over 1300 miles distant from Samoa, if accounts can be credited.

**FLAGSHIP USS Trenton** before the storm. Above, painting by RADM Kimberly depicts *Trenton* dragging along reefs.



From *Naval Actions and History, 1799-1898*, pp. 305-363. Published for the Military Historical Society of Massachusetts by Griffith-Stillings Press, Boston, 1902.



AFTER THE STORM—Eyewitness's painting shows *Trenton*, *Vandalia*, *Nipsic* and German *Olga* viewed from the shore.

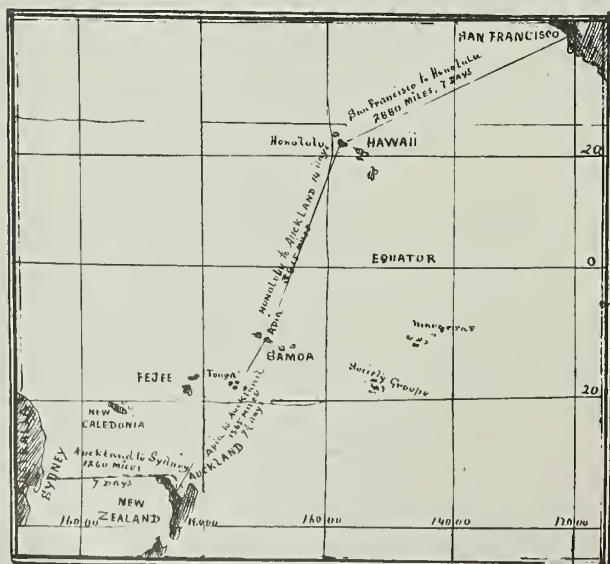
ARRIVED AT APIA on board *Trenton*, on the 11th March; and as we were the last ship to arrive before the hurricane, our berth was taken outside of all the other vessels, and not far from the entrance of the harbor.

Next to us, but farther in, was *Vandalia*; then came *Nipsic*. When I visited this ship the day after my arrival, the officers were congratulating themselves on occupying the best berth in the harbor, because it was the only spot where a good muddy bottom could be found for a holding ground. Nearly abreast of *Vandalia* to the windward lay *Calliope*, then, farther in, the German ships *Olga*, *Adler* and *Eber*. In addition to the men-of-war, there were six merchantmen, ranging from 25 to 500 tons, and a number of other smaller craft.

On the 12th and 13th of March we had fine weather, a little hazy, but the air particularly pleasant. On the 14th the wind was from the south and offshore with passing showers. On this day the barometer began to fall and continued to do so; then it fluctuated up and down, but with a downward tendency. On the 15th, at three P.M., the indication of a decided change in the weather for the worse was unmistakable; the wind had been freshening all day, blowing from the southward offshore but with no sea.

Lower yards were sent down, and topmasts housed, steam raised, and storm, main and mizzen staysails were bent. Before the arrival of *Trenton* there had been three quite heavy gales, and several merchantmen had been wrecked. The local pilots and other old residents on shore supposed the backbone of the season's bad weather had been broken. All said that the present indications meant only heavy rains.

This statement and reasoning were satisfactory to many, but I felt there was a gale brewing and that we would soon feel it. I also considered that with steam, and four heavy anchors, with top hamper down, there would be no trouble or danger to the ship. Besides it would save coal to remain at anchor, as nearly all of the coal to be had at that time was in the ship's bunkers. It was a very necessary article to have in case affairs should require active measures in the future.



Position of the Samoan Islands Relative to the Highways of Commerce Between America and the Antipodes.

AT MIDNIGHT on the 15th *Trenton* was now riding to four anchors and long scopes of chain, with steam to relieve the straining cables, hatches battened down, all hands on deck and men at the wheel. She rode very steadily considering the very heavy seas that were rushing into the harbor; they continued to increase in power and magnitude with the wind.

When striking the ship, sheets of water were thrown up from the bows and carried by the wind over the lower mast-heads, then, falling on deck, deluged it faster



than the scuppers could free it. At times there must have been a foot or more of water in the spar-deck waterways. The air was filled with foam and spray, both salt and fresh, for it was raining in torrents.

You could hardly look to windward; the eyes could not bear the pain of the constant beating spatter. On shore people had to protect their eyes and faces by holding up shingles, or whatever they could find, to keep from being blinded by the drifting sand driven along by the gale.

This was the condition of affairs when a report came from the main deck that the starboard bridle-port was stove in by the sea, killing one of the crew. The damage had to be repaired at once, as the port was about four feet square, and such an opening at such a time meant incalculable danger. It was in a measure repaired, but with great difficulty and dangerous risk.

*[Gunner John Westfall, now takes up the accounts as he describes how this was repaired.]*

**A**T HALF PAST SEVEN O'CLOCK A.M., I heard the word passed that the starboard bridle-port, the bow-port on the gun deck, had been burst in by the sea, and I knew that the ship was gone if we did not keep the water out in some way. I called for volunteers and went forward. At every plunge of the ship, water came pouring in through a space six feet by four, completely flooding the gun deck.

A capstan bar was needed outside the ship to hold the material we were using. With the help of one man I worked it in place. Then I saw that two tackles must be hooked to the bar so that we could pull our barricade in position. No one would go out to place the straps on the bar, and I said, "Well, I will go." The men begged me not to go, and even tried to hold me back; but I went out at what I thought a favorable opportunity and



uss VANDALIA was total wreck. After losing her anchors she added to perilous predicament of ships in harbor.

did the work—but not a moment too soon, as a sea came in while I was being hauled back, and God help me if I had been five seconds late.

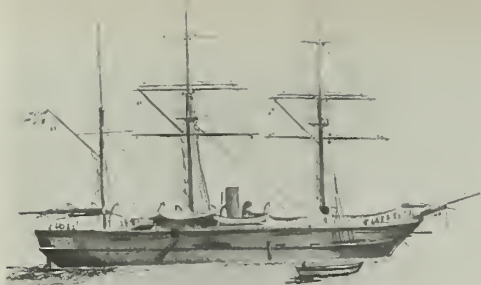
Then we got a table; and standing it up with both tackles hooked behind, we began to pile hammocks in front, and for five hours we had the most desperate struggle. As every sea came in we would be knocked down, and what was worse, some of the barricade would be driven in.

I didn't dare give in; for if I did the men would give up, and all would be lost, so we worked on. After each sea knocked us flat, we would get up and make a rush for the barricade, stuffing in mattresses, and using capstan bars to ram them home. At last we got a good barricade built, but still the water came in fearfully, so we built another of lumber abaft the first and at last very little water was going aft.

Now some one says: "Mr. Westfall, the ventilator holes are open on the spar deck and the water is pouring down them." So I called Boatswain's Mate Gray and asked him if he would go on the forecandle with me and

**NIPSIC BEACHED** after surviving harrowing five-hour battle with wild seas and several collisions with other ships.





GERMAN SHIP *Adler* as she appeared in Apia before hurricane. Several nations were interested in the islands.

nail some canvas over the hold. We went aft on the gun deck and up on the spar deck, and crawled along till we got to our destination and went to work. About one minute afterward we were both struck by a sea, and were hurled 100 feet aft.

When I recovered my senses two men were dragging me out from under a mass of wreckage near the mainmast. I tried to stand—no use—the last sea had been too much. I was half drowned and my right foot was hurt.

[*RADM Kimberly resumes his narrative:*]

**A**LL THIS TIME the sea was increasing until it had resolved itself into hills, and they were trying to turn somersaults, which they were not very far from doing. At intervals our cables parted one after another until at last we were riding to the starboard sheet anchor on 90 fathoms of chain, with no abatement of wind, but an increasing sea. We were in a confusion of waters, white foam of breakers around us and the air filled with a misty pall that at times limited the vision to about 100 yards from the ship.

At seven A.M. our wheel was wrecked with a crash. The two helmsmen were thrown over it and their legs broken. Why this happened I never could decide;

whether by a blow from the sea, from wreckage that was drifting to sea from the inner anchorage, or whether in the interval between two mighty seas her keel touched the bottom. From this time on we had nothing to control the drift of the ship but the storm trysails.

Water in the hold was gaining on the pumps. By 10 A.M. our furnace fires were extinguished and we had to rely on man-power with the main pumps and bailing. We knew when the steam pumps failed the other means could not keep the water down, because it was coming in through the hawsepipes faster than the pumps could free her; but to prolong the inevitable moment of disaster that was surely approaching, over 400 strong arms in relays worked to the time of a chantey of "Knock the man down."

When in this hopeless condition, one might, on looking astern into the thick curtain of misty haze, have seen the hull of a large ship looming forth in the dim distance; it was slowly, very slowly, advancing right for us, now up high on the crest of the sea, and then down so low that only her tops could be seen.

It was *Calliope* taking her chances of being sunk by collisions at her anchors, or running the gantlet of the reefs for the open sea. Perhaps I could not do better than to give the description of this incident from the account of Captain Kane, her commanding officer.

[*Herewith Captain Kane's report:*]

**A**FTER SUNSET ON FRIDAY it was impossible to see the reef for the thick weather, and what was worse, it was impossible to see if the vessels were dragging anchors. As a matter of fact, every ship dragged during the night; for in the morning we all found ourselves considerably inshore, and to make things more dangerous the wind was blowing straight into the harbor.

At five P.M. *Eber*, which was nearest in, was thrown upon the reef and broken into bits, for at daylight nothing was to be seen of her. *Vandalia*, which had

**BOTTOMS UP** bow view of *Adler* after being lifted bodily out of sea. Crew lived aboard for one day, then all rescued.





been anchored a long way outside of *Calliope* before the storm, was dragging down on us. About 7:30 A.M. *Nipsic*, one of the innermost vessels, went on shore on a bed of sand, and the smart way that the men were leaving her made me conclude that she was breaking up. Only five men lost their lives trying to reach the shore, which is creditable to the captain's management.

*Adler* was the next ship astern of *Calliope*. She touched the reef at eight o'clock with her stern. Just as she did so the cables were slipped, and almost immediately the vessel was lifted bodily out of the sea onto the reef, where she now lies out of smooth water altogether. That will give you some idea of the force of the waves and the sea that was running. The crew lived on board the wreck from eight A.M. on Saturday until Sunday A.M. when they were rescued, all very much knocked about and bruised.

These three ships, *Adler*, *Eber* and *Nipsic*, were thus cleared away, and *Calliope* was within 20 yards of the reef. *Vandalia* now came down on our port bow, the reef being on our port-quarter. I could not let my vessel ride to the extent of my cables, with the reef so close astern of me. To move ahead would be to run down *Vandalia*, and if *Olga* had gone ahead she would have battered into *Calliope*.

It was the most ticklish position I was ever in, and without exaggeration several times *Calliope's* rudder was within six feet of the reef. Had she touched, it would have been all up with us. I had to sheer over to get out of the way of *Olga*, to go ahead to clear the reef, and to slack cables when *Vandalia* came down on me. At one time the three vessels were locked together; and had it not been for the powerful engines of *Calliope*, we never would have separated.

Not liking the idea of being knocked to pieces, I decided not to remain in this position any longer. There were two courses open, to beach the vessel on the sand, which would save the lives of all on board, but maybe destroy the vessel. The other was to slip the cables and make straight for sea, taking the chances of the machinery breaking down or not being powerful enough. I decided to try to save all.

Accordingly I slipped the cables and went hard ahead, calling up every pound of steam and every revolution of the screw, in fact having everything working as hard as it could go. In making the passage, the vessel literally stood on end, the water coming in at the bows as she dipped and running off aft immediately as she rose. I really wondered how the machinery and rudder stood the strain of the tremendous sea that was running.

I managed to clear *Vandalia* without mishap, and went so close to *Trenton* as to put the fore yardarm over her deck; and as *Calliope* lifted up she rolled to port, and the foreyard over *Trenton* just cleared her. It was as pretty a thing and as lucky an escape as could well be imagined. I just managed to clear the outside reef by some 60 yards. Although I was driving *Calliope* at the rate of 15 knots, yet such was the force of the wind and sea, that she did not make more than half a mile an hour.

Throughout the whole gale nothing affected the crew of *Calliope* and myself so much, as when passing the American flagship *Trenton*, which was lying helpless with nothing to guard her from complete destruction, the American admiral and his men gave us three such ringing cheers that they called forth tears from many of our eyes. They pierced deep into my heart, and I will



BEACHED WRECKS of *Nipsic*, *Trenton* and *Vandalia* are shown. Survivors were assisted ashore by the natives.

ever remember that mighty outburst of fellow feeling, which I felt came from the bottom of the hearts of the admiral and his men. Every man on board *Calliope* felt as I did; it made us work to win.

[*ADM Kimberley continues his account:*]

TO ME, IT WAS ONE of the grandest and most exciting sights I ever beheld. There was just room between *Trenton* and the reef for *Calliope* to pass. To collide with *Trenton* or to strike the reef meant destruction, and as the great plunging, rolling ship staggered through the boiling surf abreast us, a man on our lower yardarm could have clasped hands with one on hers. A swerve, a yaw, of the helpless *Trenton* at this moment would have been annihilation; but good fortune attended *Calliope* on that day, for she gained the open sea.

It was when her yards lapped ours that all our long and deep anxiety was turned to admiration for the daring and plucky deed that was passing before our eyes, and our pent-up feelings burst forth into cheers.

I will candidly confess that my extreme anxiety at this supreme moment made me feel as rigid and as cold as a harp-string. As her stem slowly passed our bow, I was so anxious for her safety and success that I felt by a concentration of mere will I was helping her seaward.

THE DISABLED *Trenton* slowly dragged her laboring way all the remainder of that long, long day to the end of the anchorage.

Everything has an ending, so did the long, arduous struggle of the grand old ship. After pounding on the hard coral bottom, she gave up her life alongside her submerged sister *Vandalia*, whose masts, bowsprit, and forecastle were the only visible parts left above water.

Her lower rigging and tops were crowded with her crew and officers. Now our great care was to rescue them before her masts went by the board. This was done by

BOW OF *EBER* washed up on shore as testimony to power of the seas that shattered ships that awful night.





**NEW TWIST** was added to *Nipsic's* propeller. She lost her stack, almost all her keel and rudder and rudder post.

sending rockets with lines attached into her tops, thereby establishing an effective means of communication between the two vessels. All that remained of her crew were placed in safety on the deck of *Trenton* where they remained until the storm ended. After that they were transferred under the command of Lieutenant Carlin to quarters on shore. They lost everything but the clothes they stood in. Some used their shirts to wrap around the ratlins to relieve the pain in their feet from standing so long.

*[This is how the storm appeared to the schoolmaster stationed aboard Nipsic.]*

**F**OR FIVE LONG HOURS *Nipsic* made a gallant fight against the gale with the anchors planted in good holding ground, and driving into it under a full head of steam. It is more than probable that she could have held her ground had it not been for *Olga*, which vessel was in the middle of the harbor at the commencement of the gale, and at once became a menace to every vessel within the sweep of her long cables.

An effort was made to change the position of *Nipsic* so as to place her beyond the reach of *Olga*, but scarcely had we lifted the starboard and sheet anchors for this purpose when she grazed our port quarter, carrying away the poop railing and the dinghy, and leaving the whaleboat hanging a useless mass of splintered timber from her bent and twisted davits.

We had barely dropped our anchors again and were steaming ahead to avoid *Eber*, who was bearing down on our stern, when we ran down the small schooner *Lily*. Only two men were on board. As *Nipsic* steamed ahead to avoid *Eber*, her jib-boom swept away *Lily's* masts and head booms. The vessel then drifted past us and sank.

At this time the gale was terrific, and *Nipsic* was pitching like mad into the short quick seas that were rolling continuously into the harbor. Suddenly a little after five o'clock, through the dense gloom a dark mast

was seen rising above us on the crest of a mighty sea, and the next moment *Olga's* head booms were over our weather bulwarks. As she fell off into the trough of the sea, she carried away our port hammock rail and steam launch, and sheared the smokestack within two feet of the jacket; again she rose and fell off, crushing the port main-chains, and striking the main yard with such force as to throw the shattered out-board in upon our decks. Once again she touched us before drifting clear, and our second cutter was thrown from the davits.

We were in collision only a few seconds, made horrible by the crashing, breaking timbers, the rattle of parting guys and grinding of rent metal.

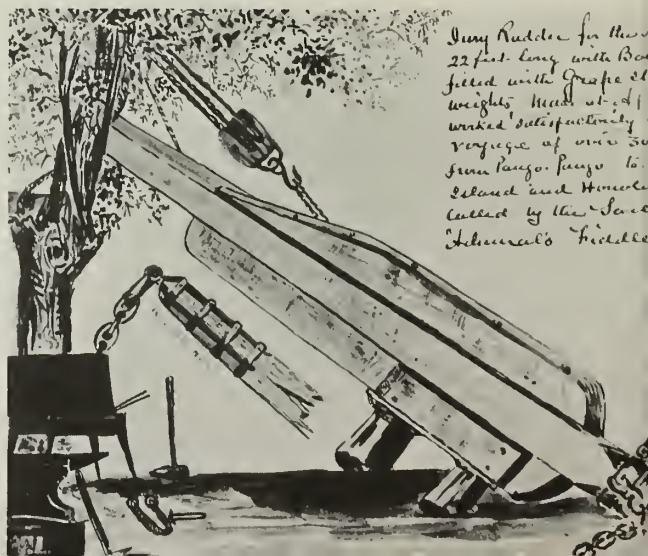
Yet, in those few short moments *Nipsic* was practically thrown at the mercy of the storm. The upper sections of the smokestack fell with a crash into the starboard gangway, carrying with them the wreck of the fireroom ventilators.

The wind now poured down the stump of the stack and drove the flame out through the furnace doors, forcing the firemen repeatedly from their posts. The steam, upon which our lives depended, fell rapidly from 60 to 35 pounds. The furnaces were at once fed with salt pork, which though it helped the steam in slight degree, still left us without sufficient pressure . . . At daylight there was danger of a second collision with *Olga*, racing like mad around the harbor, seemingly at the mercy of the wind and wave, and only prevented from going on shore by the strength of her ground tackle and the power of her engine.

**A**GAIN AND AGAIN she bore down upon us, threatening to crush us beneath her superior weight; but each time we avoided her by paying out our cables, or letting the ship's head fall off. This latter maneuver, however, repeatedly threw us into the trough of the sea, and we shipped great quantities of water. It became almost impossible to move about the decks on account of the mass of wreckage which was hurled from side to side by each roll of the laboring vessel.

Our escape from a collision which at this time would in all probability have been fatal to the entire crew, was due to the calm skill with which the vessel was managed and the promptitude with which the men responded to each command. Throughout that awful night and during the ensuing morning, in the midst of the most imminent

**ADMIRAL'S FIDDLE** was name given to *Nipsic's* temporary rudder, designed and drawn by RADM Kimberly.



*Dingy Rudder for the 22 foot long with Boat filled with Grapes etc. weighed 100 lbs. and worked satisfactorily. Verge of iron 50 ft. from Range. Range 10. Island and Harbor. Called by the Sea. Adm. Kimberly's Fiddle.*





**BOLLARDS FILLED** with grapeshot made weights for rudder built by blacksmith's helper and carpenter's mate.

danger, our officers never lost their presence of mind nor failed to give just the necessary orders.

Finally, about half-past six, *Olga* drifted down on our bow, broadside on, and collision seemed inevitable. When drifting down upon the reef we would unquestionably have struck just where the shattered wreck of *Eber* lay, had it not been decided to beach the vessel. The port chain was slipped by the captain's order; and the vessel, relieved of her port anchor, swung to her sheet chain, which under the enormous pressure ran out, tearing away the securing bolts in the locker.

**S**TEAMING AHEAD at full speed the vessel swung in toward the shore, her stern barely grazing the edge of the reef; and in a moment more we ran bows on upon the sandy beach in front of the American Consulate. In attempting to get a line to the shore the gig was lowered with five men in her. The boat dropped into the hollow of the sea, and in a minute she was capsized and her occupants drowned.

A number of the crew who jumped overboard succeeded in reaching the beach, with the assistance of the natives who rushed fearlessly into the surf to aid the swimmers. At length a volunteer swam ashore with a line, and we soon had a number of lifelines stretched through the seething water.

Commander Dennis W. Mullan, ably seconded by Lieutenant John M. Hawley, the executive officer, superintended the landing of the crew. He was the last to leave the ship, and that only when convinced that every man under his command was in safety.

At ten o'clock *Vandalia*, after losing her anchors and having been crushed into by *Olga*, came down at a fearful pace on the sand beach where *Nipsic* lay. She had had bad weather of it throughout, answering her helm poorly and often lying broadside to the sea, which poured over bulwarks and flooded her decks. It was a fearful

sight to see her driving before the gale, her officers and crew grouped upon the poop and forecastle, gazing helplessly at the destruction which yawned before them. She approached within fifty yards of *Nipsic* and began to sink. Captain Schoonmaker and others of her officers and crew had already been hurled overboard and lost. Some of the men endeavored to swim to *Nipsic*, and about 20 succeeded in reaching her, while many poor fellows went to the bottom in making the attempt.

*The battle between ships at sea and the forces of nature can be just as destructive and just as full of heroic actions as a battle between ships and men, as witnessed in this account. In a few days the ocean was again calm, but the hurricane was recorded as one of the worst in the history of men against the sea.*

**JURY RUDDER**, 22 feet long, worked satisfactorily for the voyage. Construction was supervised by author.



# TAFFRAIL TALK

JUST A WORD in passing from our Just-a-word-in-passing editor:

We've had a few staff changes and thought you might be interested in what's what and who's who now. From *uss Soley* (DD 707), of the Atlantic Fleet, we got Bud Register, JO2. Bud is from Darlington, S.C., and—as you might guess—is a firm booster of stock car racing, for which Darlington is famous. Then—and it seems as if the Bureau will never be the same again—Mrs. Elsa Arthur, boss lady of our research desk, retired from government service. A painter, writer, photographer, organizer, gardener and custodian of the Queen's English, Mrs. Arthur was a Number One gal with us. And, she certainly knew how to get information in a hurry. Along with her other hobbies and pursuits, she's a very good bowler. She's retired, all right, but she's probably got less free time now than before.

Jerry Wolff, a former Navyman, has moved from the writing desk to become head of research. Despite the growls from the writers, Jerry does not have as his sole duty that of finding a fatal error in those great prose passages—he only does it as a side line. Relieving Jerry is Bob Neil—and you'll be seeing his by-line from now on. Glen Simonson, YN3, left us for the West Coast and the Far East, to work with the flying Navy, and we expect some material from him any day now.

Did we say a *few* staff changes? Just when our just-a-word-in-passing editor thought he'd wrapped up all the latest developments, another one popped up—in this case our very newest news desk denizen, name of Dan Kasperick, JO1. Dan's a six-year Navyman out of Helena, Mont., and before he took to the scroll and quill, he logged some time with the flying Navy—Airman School at Norman, Okla., followed by tours as an airdale at Kwajalein and North Island. Since switching to JO, he's spent his time newsgathering as a member of CINCPACFLT Flag Allowance at Pearl Harbor.

★ ★ ★

We think we've finally found a word to describe the amount of time it takes some Navyman to drop work and hit the line when chow call sounds. It's *nanosecond*—by scientific definition, exactly one thousandth of a millionth of a second.

At present, it is being used by electronic computer men, and represents the amount of time required by a computer to accomplish a mathematical function.

★ ★ ★

Ship's cruise books cross our desk from time to time, and, as you might imagine, they range all the way from the adequate to the terrific. Some are sophomoric; a few very good.

The most recent—commemorating the 1960 tour of *uss Oriskany* (CVA 34) with the Seventh Fleet in the Far East is, we think, one of the very finest we've ever seen. The section on Japan is especially worthy of mention—beautiful photography, lucid and illustrative text and captions.

Unfortunately, there was no accompanying letter, so we've no further information to pass on to you. We'd imagine, however, that a letter to Editor, Cruise Book, *uss Oriskany*, c/o FPO, San Francisco, Calif., would fetch you any info you desire as to availability, if you're a former *Oriskany* man.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

## ALL HANDS

The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Use of funds for printing of this publication is approved by the Director of the Bureau of the Budget 25 June 1958. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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• AT RIGHT: LOCKER TEAM — Men of Third Division deck gang rest proudly by their gear locker aboard *uss Northampton* (CLC 11). Teamwork prevails among these Navyman as they carry out their various deck duties.







**1 MAN 2 JOBS**



UBA

**SOCIAL  
SCIENCES**

DITCHING 8/11  
 AC10 - NOTIFY PILOT WHEN READY  
 AC10 - NEAREST SHIP/LAND  
 AC02 - EMERGENCY GEAR FWD  
 AC03 - EMERGENCY GEAR AFT  
 AC04 - STOW AND SECURE LOOSE GEAR PORT  
 AC05 - STOW AND SECURE LOOSE GEAR STBD  
 TALK - NOTIFY CONTROL SHIP  
 PLOT - RECORD LAST FIX  
 SECURE COMMUNICATIONS POINT

[illegible]

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
**COPY ALONG**

**APRIL 1961**





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1961

Nav-Pers-O

NUMBER 531

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The Chief of Naval Personnel

REAR ADMIRAL A. E. LOOMIS, USN

The Deputy Chief of Naval Personnel

CAPTAIN F. R. WHITBY, Jr., USN

Assistant Chief for Morale Services

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• **FRONT COVER: BOGEY HUNTERS** — Navy air controllers man their radarscopes while CIC status board is marked by plotter aboard a WV-2 Super Constellation while flying the North Atlantic Barrier patrol as an extended part of our Distant Early Warning Line.

• **AT LEFT: READY TO ROAR** — A Navy all-weather F8U-2N Crusader jet gets set to blast skyward from steam catapult of attack aircraft carrier USS Forrester (CVA 59). The large carrier was at sea for pilot carrier qualification tests.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



SKY WATCH—WV-2 patrol planes of North Atlantic Barrier extend country's Distant Early Warning Line out to sea.

# Flying the Atlantic

*"Argentia Approach, Navy 1313, 25 miles southeast, requesting your present weather."*

*"Navy 1313, this is Argentia Approach, present weather 200 feet obscured; visibility one-half mile in blowing snow; wind south southwest 28, gusts to 45 knots; duty runway 25; GCA standing by on channel 17."*

*"Argentia Approach, this is Navy 1313. Roger your weather; request clearance to GCA frequency."*

*After another GCA approach to field minimums, the pilot of Navy 1313, a radar-converted Super Constellation, completes another circuit of the North Atlantic Barrier, the seaward extension of the DEW Line.*

PICK UP—LTJG. D. Cyphers and M. E. Robinson, ACW3, plot bogey in CIC.



**T**HE BARRIER FORCE maintains a 24-hour-a-day, year-round airborne surveillance of the broad reaches of the North Atlantic Ocean. Since 1 Jul 1956, 10,000 such flights have taken off and landed at the U.S. Naval Station, Argentia, Newfoundland. Flight Number Ten Thousand was flown in early March.

Each completed barrier flight represents a distance greater than the Great Circle mileage from New York to Los Angeles. All the flights together represent a total of more than 23,000,000 miles, or the equivalent of 50 round trips to the moon.

The Atlantic Barrier has been one of the important components of our blueprint for defense of the North American continent against enemy attack, in which each of the armed services has played a role.

The barrier has one specific objective—to detect any surprise move against North America.

By its mere existence, the Atlantic Barrier has served as a deterrent against hostile attack by eliminating the element of surprise from any potential aggressor's plans of attack.

**N**AVAL AVIATORS WHO FLY the Barrier have a tough job. To them,

**ALL HANDS**



flying the Barrier has meant more than 120,000 hours, and 23 million miles, in the air since 1956. To the United States, it has meant safety.

The WV-2s, from which they scan 45,000 square miles of the Atlantic, look very much like their *Super Constellation* sister ships with the exception of a 7-foot-high, fin-like dome atop the fuselage and a massive mushroom-shaped bulge underneath, both of which contain radar antenna.

The interior of the WV-2 is a precision radar laboratory which is kept in top-notch condition with complete sets of maintenance gear stored on board to permit in-flight repairs.

In spite of the frequent sub-zero temperatures on the Atlantic Barrier, the WV-2's cabin must be air-conditioned to offset the heat given off from the five tons of electronic equipment she carries.

**W**HEN A BOGEY appears on the radar screens of the Barrier's planes, it is immediately evaluated

# Barrier

and plotted. Its speed, altitude, bearing and exact position are quickly calculated, and the data is immediately relayed to either one of two operational control centers. One center is at Atlantic Fleet Headquarters, Norfolk, Va.; the other at Argentia, Newfoundland—the western anchor and nerve center of this radar blanket.

**SOUP'S ON**—Even in bad weather, if the big planes can taxi, the barrier Navymen are flying night and day.



**GROUND WORK**—CDR E. F. Deems and D. W. Harris, AM1, get prepared.

Information on the bogey is compared with flight plans and position reports of friendly military and commercial aircraft known to be crossing the Atlantic. If the radar contact cannot be correlated by the Operational Control Center, the nation's defense system is instantly alerted.

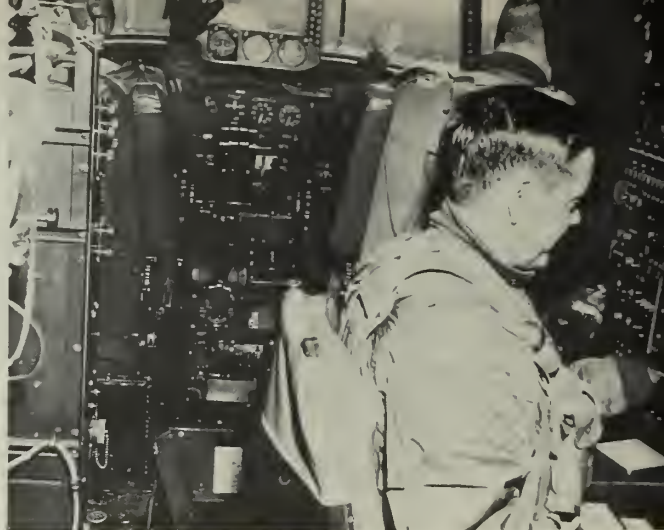
This sounds like a rather ponderous system. In the sense that it requires thousands of people and much equipment, of course it is, but the time involved from the first sighting of the bogey on the radarscope to the notification of NORAD at Colorado Springs, Colo., is a matter of minutes.

One airborne early warning squadron is permanently located at Argentia, Newfoundland. Two others are at Patuxent River, Md., ready to furnish relief for the Argentia base.

From Argentia, countless WV-2s take off for the long 12-hour trip down the Barrier and back.

**T**HE MEN WHO FLY the Barrier consider the flights routine. The craft has cooking and sleeping facilities for 31 crewmen including regular and relief crews, thus enabling it to remain on station over the Atlantic to the maximum of its flying ability.





FLYING HIGH—LTJG Pinto shoots star to check plane's position. Rt.: Cockpit crew readies for take-off to Argentina.

Despite these comforts of home, however, there are some disadvantages. To name a few—the planes fly despite winds, rain, snow, ice, fog or storms. Planes have taken off when the ceiling was zero and winds were blowing at 60 to 75 knots.

Of course, during the summer, the weather is comparatively nice. In June, for instance, dense fog blankets the field at Argentina one fifth of the time. In July there is fog up to 35 per cent of the time and in August there is fog only one quarter of the time.

As one flyer said—if we can taxi, we can fly. And they do.

★ ★ ★

**T**HE HISTORY of the Barrier's Airborne Early Warning Wing, Atlantic, began with its commissioning on 1 Jul 1955. It consisted then of 37 officers and 120 enlisted men.

By August 1955, Squadron Eleven (VW-11), the first of three squadrons, was commissioned at NAS Patuxent River, Md. Two other squadrons—VW-13 and VW-15—were in commission by October 1955, but the aircraft forces of AEWINGLANT were still not up to full strength.

The wing's most important job at that time was training in new aircraft. The Early Warning Barrier had top priority, and industry was called upon to provide representatives to help teach both flight and ground personnel.

Training was intense—prospective patrol plane commanders of the three squadrons were given 96 pilot hours in model before receiving check flights by wing supervisors.

Student flight engineers received a 12-week ground course, accumulated 50 panel hours of flight, and

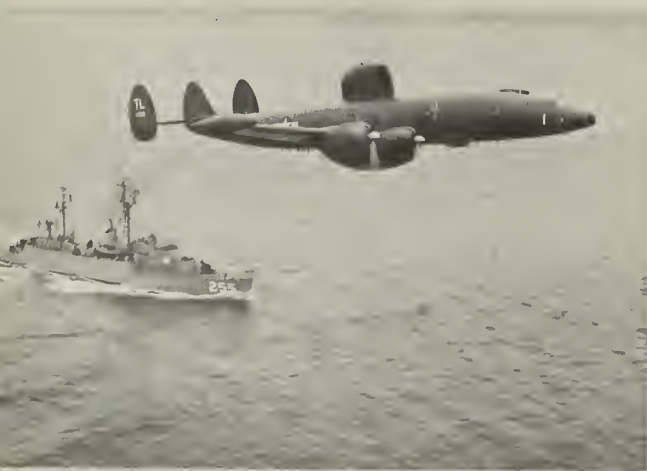
passed the wing check before being designated First Flight Engineers.

CIC officers and personnel were received from Glenview, Glynco and Dam Neck, Va., and conducted extensive flight training off the East Coast.

On 1 May 1956, COMAEWINGLANT and staff and VW-11 with seven of its nine aircraft, moved from Patuxent River to Argentina. The Staff was immediately concerned with the installation of an Operational Control Center. Arrangements were also made for a communications center with remote control equipment and establishment of a communications system to get flight information.

Also, international arrangements had to be made for operating an air-space reservation, and local requirements for control of aircraft had to be formulated, together with

HELLO BELOW—WV-2 passes low over DER as they head for patrol duty. Rt.: Barrier winters bring lots of snow.







SCOPE OF IT—LTJG W. L. Thomas (Rt.) and A. D. Higgins, AC2, check radar. Rt.: D. R. Berry, ADC, checks plane's fuel.



procedures and doctrine for safe operation in all weather conditions.

Shortages of spare parts for electronic equipment and aircraft engines resulted in constant emergency procurement and follow-up.

By January 1956, however, a program of periodic maintenance had been undertaken by industry to relieve the squadrons of manpower-consuming major inspections.

**T**HE ATLANTIC BARRIER was activated on 1 Jul 1956. A team of radar picket ships and aircraft began providing radar coverage of ever-increasing efficiency. (The role performed by the barrier picket ships was reported in ALL HANDS stories in the September 1956 issue, page 20, and the August 1959 issue, page 12.)

By December 1956, manning the

Barrier was already a fairly routine operation. For example, flight crews were flying one out of every five days, and aircraft utilization was running well over 150 hours per aircraft per month.

The message center was handling as many as 18,000 messages a month. Detailed logs of Barrier results and innumerable charts had been made and analyzed to produce the most effective, efficient and operationally practicable methods and procedures.

In July 1957, the Barrier extended from Argentina to a point near the Azores. The position of the Barrier fluctuated constantly in order to confuse any potential enemy.

The Barrier's planes have had their ups and downs. For a time, the number of planes to man the Barrier was cut back, placing a severe strain

on the available men and equipment.

Some winters have been more difficult than others—the winter of 1958-59 was unusually severe, and necessitated closing the field at Argentina for two and one-half days.

This made it necessary for Barrier aircraft to operate from Harmon AFB, Newfoundland, and the Naval Air Facility at Lajes, Azores—but again the job got done.

The men flying the Barrier have run up a safety record of less than one fatal accident for each 40,000 flight hours, yet 34 men have given their lives on the Barrier for the protection of their country.

It's a demanding job, as the pilots and crews who have flown the past 10,000 flights over Barrier Atlantic can testify. And, as Flight 10,001 got under way last month, the job was still getting done.

'LEISURE' ALOFT—Crew members relax while off watch on patrol. Rt.: WV-2 plane passes over base at NAS Patuxent.





**SOUNDING SIAM**—uss *Maury* (AGS 16) moors at Sattahip, Thailand, prior to beginning survey operations in the gulf.

# Surveying in Siam

**N**AVYMEN on board *uss Maury* (AGS 16), steaming along the Gulf of Siam last December, found themselves headed for some interesting and unusual duty. They were beginning an extensive hydrographic survey of the Gulf of Siam.

The survey is another of the ocean-charting projects of the U.S. Navy Hydrographic Office. Charting the unknown in this Far Eastern Gulf along with *uss Maury*, one of

the Navy's largest surveying ships, is *uss Serrano* (AGS 24), a recently converted Fleet tug. Carried aboard *Maury* are two 52-foot sounding boats, which are capable of operating independently for periods of up to 10 days. The surveying ship also carries an HUS helicopter on her flight deck.

Her copter transports surveyors and equipment to and from islands and mountain tops in and around the

gulf. It is manned by a detachment from HU-1, Ream Field, Imperial Beach, Calif. Rounding out the task unit is a Marine Corps Coastal Survey Team and a group of civilian technicians.

The survey team is a part of the Seventh Fleet, and is the first of its kind to conduct extensive operations in the western Pacific. The task unit is under the command of CAPT J. M. Marshal, usn, CO of *Maury*.

**THE PICTURE**—Camera is readied for photogrammetric mapping from copter. Rt.: Heart of survey is the echo sounder.





Prior to joining the Pacific Fleet the 7000-ton *Maury* had been operating in the Mediterranean and Persian Gulf areas. Shortly after becoming part of Service Force, Pacific Fleet, *Maury* set sail to conduct a preliminary reconnaissance survey of the Gulf of Siam, to see what the job would require. Returning to Pearl Harbor, she underwent an extensive overhaul to recondition the 15-year-old ship to the needs of the modern survey fleet.

Over one million dollars' worth of new deck, renewed winches, air conditioning, ship alterations and engineering equipment went into the survey ship before she sailed for Bangkok, Thailand, and survey duty in the Gulf of Siam.

The survey team found the waters around Thailand coastal areas well-charted. But off shore, and in the lower half of the gulf, soundings were few and far between. The entire gulf was found quite shallow. In the main steamer lanes to Bangkok, poles stuck in the mud bottom by fishermen often stood ten feet out of the water. These poles, plus many small fishing boats that crowded the area, added to the difficulty of the survey job. Often after dark *Maury* would have to turn on her 24-inch searchlights to warn native fishermen sleeping in unlighted boats.

For precise positioning, *Maury's* team used electronic systems (Shoran, Lorac) as measuring devices set up ashore and transmitting to the ship. In connection with this surveying gear, Navymen often found themselves high and dry operating a



**SHORE TO SHIP**—Surveyor L. Rutledge, SVC, USN, sights *Maury* from beach.

“beach camp.” This usually meant camping out on some lonely mountain peak, frequently accessible only by helicopter. At the camp the detail is in charge of running the electronic equipment.

Lonesome as it may seem, the sailors at one station found friends in a jungle menagerie consisting of a two-and-a-half-foot Siamese monkey (which they named Charlie Brown), lizards, a fighting fish, a goldfish, and a mongrel puppy dog. The Navymen

at this beach camp also found a seven-foot cobra, but decided it would be too dangerous to add the snake to their zoo.

Life on a survey ship is also somewhat different from the usual, tour. Just as the mission of the ship indicates — “Extended operations in remote areas” — *Maury* will often be on seven- and eight-month cruises. Since missions are usually off the beaten track, she carries all conceivable supplies so that replenishment

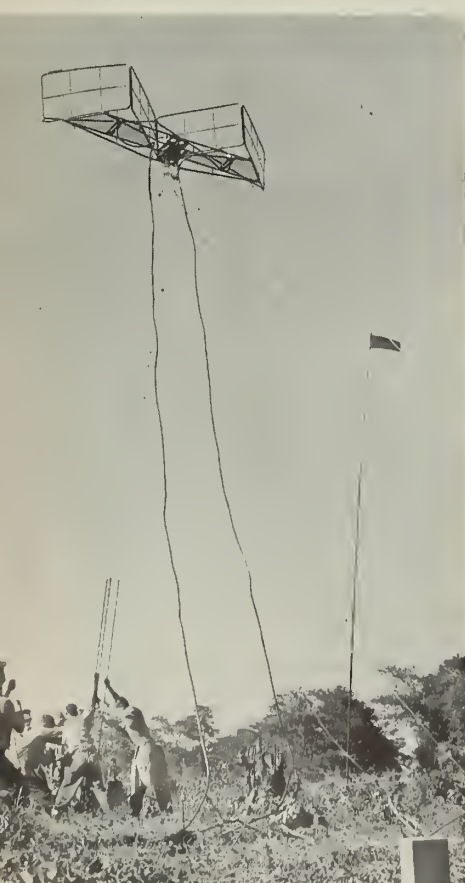
**BOTTOMS UP**—Sounding boats of *uss Maury* conduct hydrographic soundings in waters off east coast of Thailand.







**FUN TIME** — Marines from *Maury* see sights in Bangkok. Below: Electronic gear is set up by survey party.



**TEAM MATE**—*uss Serrano* (AGS 24) was part of the Far East surveying team.

while at sea is not usually necessary.

Throughout the ship are electrical and machinery repair shops. In the after section, below the helicopter flight deck, are a shipfitter's shop, a carpenter shop and a machine shop, all equipped to make the ship as self-sufficient as possible.

The hydrographic department, under the direction of the ship's hydrographer, LCDR R. W. Haupt, USN, uses a print shop, a drafting room, and a plotting room for the actual survey operations. To make living conditions more comfortable for the crew in the hot tropics, all berthing compartments are air-conditioned, and the crew's soda fountain is well stocked with ice cream.

When the last soundings are recorded in Thailand, *uss Maury* will return to her home port at Pearl Harbor. The figures and charts that have been compiled will be forwarded to Washington, D.C., and after a brief leave and upkeep period the ship's crew, along with yardworkers will start preparing the AGS for the next season's survey.

The great reward, however, comes only a few months later, when off the presses at the Navy Hydrographic Office roll new and up-to-date navigational charts of the area surveyed by *uss Maury*, the fruits of the task unit's long deployment and hard work.

— LTJG Adam T. Schildge, USNR.

**COPTER-LANDED** party rests at beach station after clearing way in jungle.







**READY TO GO**—Mark 6 drill mines are assembled and ready for delivery.

# Sweeping Drill

**T**O BUILD MINES that really aren't mines at all is the job of the Drill Mine Preparation Facility at Long Beach, Calif.

It seems that minesweepers and minelayers need practice, as does any other outfit in the Navy. It also seems that they would rather not practice with real mines. (Something to do with blowing their stacks.)

That's where the drill mines come in. They look like real mines, and they are real mines in every detail except one. Instead of exploding, these mines fire a flare when they are actuated. In this way the sweepers can tell when their work is successful, with no danger of being blown up or injured.

There are four primary types of drill mines (contact, magnetic, acoustic and pressure) now in use, according to COMINPAC.

The contact mine looks like a giant basketball, and is anchored some dis-

tance below the surface of the water. It explodes only when a ship actually comes in contact with it. This probably is the best known of all mines.

The magnetic, acoustic, and pressure mines, which usually lie on the bottom of the ocean, are shaped like a large bomb or a submarine torpedo. A magnetic mine explodes when a metal hulled ship comes close to it; the acoustic mine is fired by the noise from a passing ship; and the pressure mine is fired when the water pressure is changed by a ship which moves nearby.

Normally, mines are laid by high-speed aircraft or by submarines. After they have been planted or dropped, as the case may be, the sweeping exercise can begin.

It then becomes the job of ships like the 172-foot ocean minesweepers, the smaller coastal sweepers, and even Scuba divers, to clear the channel of the mines.



**PLANTING TIME**—The release mechanism of Mark 6 drill mine gets its final check before being planted.

The work of the minemen, however, is done both before and after the exercise. The before work is done at Long Beach, Calif., in a converted airplane hangar. Thousands of drill mines are assembled and tested in this building each year before they are sent to sea.

After the mines are swept, they must be returned to Long Beach, disassembled and each part tested to make sure it still works well. Even the shell of the mine is tested to make sure it doesn't leak.

After this thorough checkout by the men of the Drill Mine Preparation Facility, the mines are declared ready for sea duty again and they are planted for another group to test their sweeping skill.

**FOR PRACTICE**—Mark 25 drill mines await transportation to mine field where Pacific minesweepers practice.







**SUB HEAD** — An opticalman makes final seal on the periscope's head before returning it to the submarine.

**W**ITHOUT A DOZEN "EYE DOCTORS" at Pearl Harbor, the many submariners of the Pacific Fleet would frequently be forced to operate virtually "blind."

These 12 men of the Submarine Base Periscope Shop are responsible for the overhaul, repair, improvement, testing and alteration of every periscope in the submarines comprising the Pearl Harbor submarine group and for voyage repairs, or replacement, to transiting submarines of the Pacific Fleet Submarine Force. It is the *only* periscope repair facility in the Pacific area west of San Francisco.

The advent of missiles and nuclear

**FINAL TOUCH**—An opticalman of the Pearl Harbor Submarine Base Periscope Shop collimates binoculars as the last adjustment of an overhaul.



**LOOKING IN**—Mechanical adjustments are made to eye box of periscope.

# Eye Doctors

power has created innovations and problems in periscopes. It seems that more equipment is always being added to the periscope, and each time it becomes more complicated. One of the responsibilities of this shop is to take the "bugs" out of these new devices as they develop during operational usage.

These opticalmen are not limited, however, to the field of optics. As periscope repairmen they are also involved with radio, radar, and other electronics gear, as well as mechanics, plus Ship's Inertial Navigational Systems. Thus, the opticalman has been forced to absorb a goodly bit of the know how of the electronics technician, electrician's mate and in-

terior communications electricians ratings.

The work on periscopes begins with optics and ends with electronics. In other words — varied and technical. J. G. Manning, Chief Opticalman, USN, Periscope Shop Foreman, summed it up by saying, "Buck Rogers has nothing on us."

Periscopes are valued at anywhere from \$20,000 to \$250,000 for special "test" scopes (minus associated gear). Each submarine has two periscopes with an average value of \$40,000 each, and there are several dozen others in reserve at the Submarine Base, ready for issue.

Approximately 200 periscopes are repaired at the Pearl Harbor Periscope Shop yearly. Every submarine has its scopes pulled and replaced by the Submarine Base incident to each shipyard overhaul and regularly thereafter for preventive maintenance.

The removal of a periscope from a submarine is a delicate task, for it must be accomplished with precision. A mistake could cause the loss of both the periscope and human life. If the hoist slips, the one-ton periscope could punch its way through the submarine — a man could be seriously injured or killed by the falling periscope. The Periscope Shop has effectively cut down the removal and replacement time to a very minimum, through use of modern machinery and experienced personnel. As many as four or five periscopes





TEAM WORK—Supervisor assists trainee in making repairs to equipment.

# of the Pacific

can now be pulled in one day.

Once removed, the scope is driven to the shop by a "periscope carrier." Because of its heavy workload, and the increased size and weight of new type periscopes, the Repair Department recently designed and built a special truck capable of carrying three periscopes.

Other shops and working trades are involved in periscope repair and overhaul. The highly skilled crane operators and riggers are always involved with periscope replacement and are a vital key in the success story of effective periscope care and maintenance. The skilled machinist likewise is involved in many repair and modification requests. The leading opticalman, however, is always the "job foreman."

Two qualified opticalmen and one trainee spend an average of 300 hours on each periscope. The periscope and its accessories include hundreds of pieces to be inspected and cared for.

Opticalmen are among the most highly trained technicians in the Navy. A man must first be a machinist before entering the rate. He is above average in intelligence, and his Navy schooling in the various fields of optics during his career may total 45 months. He may attend electrical, machine, navigational equipment and special schools related to special devices.

After school a man must have two to three years of experience under

supervision before he becomes qualified to work alone with periscopes.

In addition to periscope repairs the Submarine Base Optical Shop repairs hundreds of binoculars, sextants, octants, range-finders, telescopes and optical sighting equipments yearly. The boresighting of certain elements of the *Regulus* missile system is a vital function of the Periscope Shop. The percentage of successful *Regulus* launchings took a sharp increase as a result of the special sighting scope designed and produced by Master Chief Machinery Repairman Lewis J. Van Heusen of the Special Projects Office in Submarine Base Repair and Chief Opticalman Manning. During the past

**PERISCOPES NOT ALL**—Optical work such as squaring the delicate prism on a pair of submarine binoculars is a function of the Periscope Shop.



POP-EYE — Delicate periscope camera connector is inspected in the busy Pearl Harbor Periscope Shop.

year, three other important periscope improvements originated by Submarine Base personnel have been approved and accepted by the Bureau of Ships.

New developments such as the new Type 11 periscope, which is a part of the Ship's Inertial Navigation System, and star-tracking equipment require expansion and improvement.

An \$86,000 renovation of the Periscope Shop started last month and, when completed, will include a new 75-foot tower and a dust-free second-story work area. Meanwhile, it will be "business as usual" for the Eye Doctors of the Pacific.

— Ernest Filtz, JO3, USN.



# Porpoise with a Purpose

**A** FROLIC SOME three-year-old porpoise being studied by the U.S. Naval Ordnance Test Station, China Lake, Calif., may revolutionize the design of underwater weapons.

The Navy wants to know how the porpoise is capable of swimming efficiently at great speeds with little drag or disturbance, how it can apparently transmit and receive sounds over a distance of several miles, and why it can withstand deep ocean pressures beyond the known physiological limits of other mammals.

The animal is six feet long and weighs 180 pounds. She has been named "Notty," taken from first letters of Naval Ordnance Test Center. Notty was first introduced to ALL HANDS readers in the September 1960 issue (page 10).

Notty can descend to 1000-foot

depths and absorb enough oxygen to remain there for a long period of time. Scientists say an explanation of this may lead to the development of techniques enabling divers to work deeper, and men to escape submarines without long periods of decompression.

One theory of Notty's speed is her use of a boundary layer control to reduce drag. The skin is nearly bloodless at her forward end where a smooth water-flow exists. Toward the tail, where turbulence and drag normally build up, Notty has a progressively increasing number of vessels supplying blood to the skin area. Scientists say this greater vascular circulation aft could produce a smoother flow by decreasing water turbulence through heat transfer or skin mobility.

**NOTTY BY NICE**—Scientists at Naval Ordnance Test Station, China Lake, Calif., are studying underwater feats of a friendly porpoise named *Notty*.

Although porpoises swimming at speeds of 25 to 30 knots have been reported by ship captains, China Lake scientists have failed to substantiate this speed with Notty. They suspect she has failed to reach 25 knots because of temperament.

The porpoise observers also believe that Notty has a greater sound range than Navy antisubmarine defense equipment, and can therefore contribute to submarine detection techniques.

Her sound components range from 750 to 300,000 cycles, a much broader range than that enjoyed by humans. It is believed Notty transmits some of her noise through a blow-hole similar to a whale's. Sounds are also emitted from the larynx and other internal organs.

High-speed tape recordings of Notty's sounds have been made above and below water. Another research technique utilizes high speed photographs of her sound track as it appears on an oscillograph screen.

Research has indicated that porpoises even have a language of their own. For instance, a baby porpoise will emit a certain type of sound when confused that will bring its mother quickly to its aid. An injured porpoise always seems able to call for help.

Notty can navigate, while blindfolded, by sending out and receiving sounds as they bounce back in echo form, as is done with sonar.

Other observations have indicated that Notty is capable of delivering 10 times as much horsepower per pound of muscle as other mammals. The China Lake scientists are trying to determine whether or not this high power actually does exist, and if so, what physiological differences are responsible for it.

Notty's heat transference has been recorded on photos by a method which can determine temperature changes as minute as 1/200th of a degree.

She has been trained to wear plastic rings and rubber suction cups, can swim through hoops and around obstacles, and can dash off at full speed or make a crash stop. She can propel herself 15 feet into the air.

Studies of propulsion and drag are made by using the plastic rings for drag characteristics. Notty makes the ring adjustments herself.







**SAD EYES**—A Weddell seal comes up for air. *Rt.*: Skua sitting on egg with newly hatched young, screams a warning.

## Our Antarctic Neighbors

**A**LTHOUGH THE ROLL CALL of birds, fish and animals in remote Antarctica is short, the penguin at least has been so publicized that it has become a recognized symbol of this frozen continent.

The best known varieties are the Emperor and Adelie (see *ALL HANDS*, December 1960, p. 59). The Emperor, which stands about four feet tall, is so haughty that he struts around without paying much attention to anything. The Adelies, the clowns of the area, frolic in the water and seem interested in almost everything man does. They grow to a height of about 14 inches.

More common around McMurdo than the penguins are the vicious skuas and the Weddell seals. The skua is a gull-like bird that preys primarily on nesting penguins and their young. This noisy bird has little fear of man and will attack on the slightest provocation.

The Weddell seal often suns itself on the Ross Sea ice which fronts the Navy air and sea port. A favorite visit by U.S. Navymen is to New Zealand's Scott Base where mother seals and their pups are abundant.

A few tiny mites and insects just about complete the list of land-based fauna. However, the Antarctic seas are much more thickly inhabited. Scientists say that one acre of Antarctic sea water contains more food and life than any similar acre of land or water anywhere on earth. Most of the life ashore is dependent on this abundance of fish, shrimp, and plankton. Plankton, a form of sea life, is so small that it cannot be seen by the naked eye, but it is so abundant that it often stains the ice green.

The biggest creature in the area is the blue whale, a warm blooded animal which sometimes grows to a length of 90 feet and weighs as much as 150 tons. Its smaller cousin, an Antarctic dolphin known as the killer whale, is one of the most fearful beasts in the world. It hunts in packs and will even attack its huge blue relative. When killer whales see a seal, bird, or other possible meal on the ice, they will dive deep, and surface with such force that they can break three feet of ice to throw their prey into the water. They are the villains of the Antarctic.



**ANGRY** skua dives at photographer. *Below:* A killer whale cruises past.



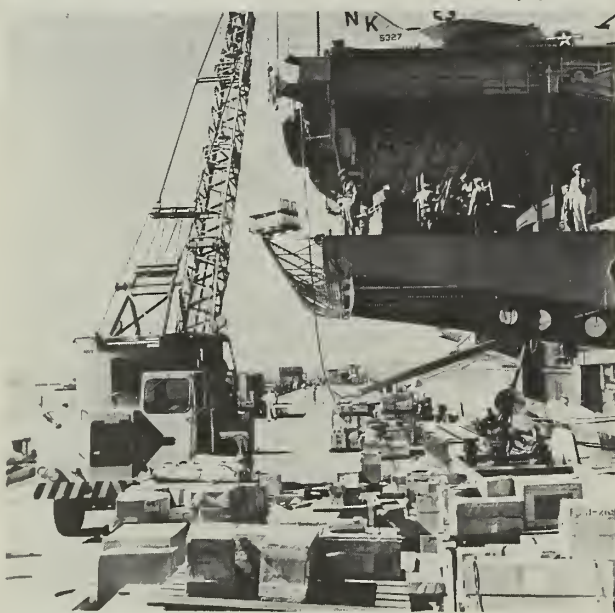
**FORMAL AFFAIR**—Adelie penguins (left) and the larger Emperor (right) are the best known of Antarctic wildlife.



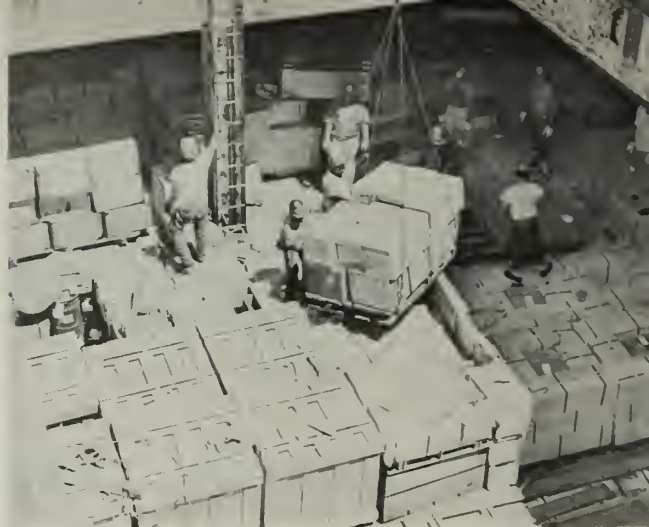




**SAIL IN SERVICE**—Piers at Pearl NSC are busy places.



**BIG JOB**—Supply Center services 1200 ships a year.



**HOLD AND UP**—Pearl supply workers off-load a ship.

# This Is Pearl's

**T**HE NAVAL SUPPLY CENTER at Pearl Harbor, Hawaii, can best be described as the General Store of the Pacific Fleet.

It supplies the Navy's mobile force in the Pacific with everything from paper clips to bulldozers and anchors to black oil. Today the Naval Supply Center, Pearl Harbor, is the largest merchandising unit in the Hawaiian Islands.

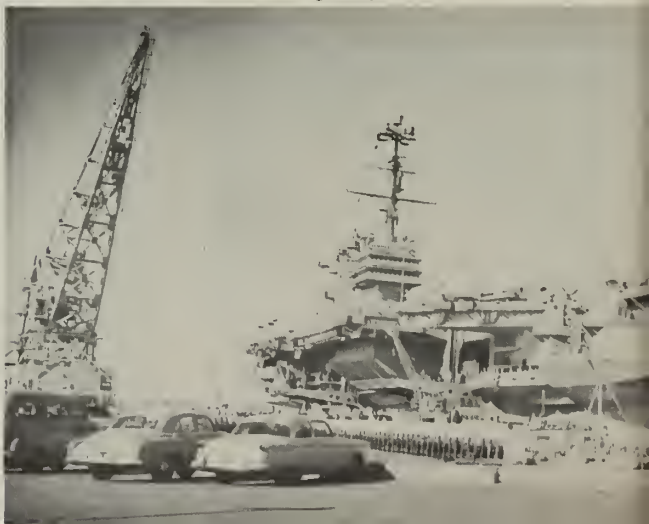
For example, it supplies the Fleet and overseas activities with almost every need, except aviation and photographic material, major shipboard electronics gear, ordnance equipment and certain shipyard items.

To fulfill its supply mission, NSC has seven separate storage areas, which cover 718 acres in and near Pearl Harbor. In the Supply Center's complex are over 400 covered buildings of various types including 82 warehouses, 12 open storage areas and two cold storage plants. One of the storage plants is a four-story structure which is the largest of its kind in the Hawaiian Islands.

The supply center has 3.1 million gross square feet of covered storage space with an additional 1.3 million gross square feet of open storage area. In addition, it can store some 7,000,000 barrels of fuel.

The NSC fuel story is best told, however, through

**BIG CUSTOMER**—uss *Ranger* pulls in for services.







**DRIVE OUT**—Vehicles drive off LST on to pier at NSC.

# Variety Store

its underground Red Hill facility. It cost over \$42 million to build, and took some four years to complete. The individual tank capacity at Red Hill is about 300,000 barrels. Each tank is 100 feet in diameter and 257 feet high.

Red Hill accounts for about 86 per cent of NSC's more than seven million barrel fuel capacity.

Ships are generally refueled at the center's POL pier. The pier is 1336 feet long and can berth four Fleet oilers at the same time.

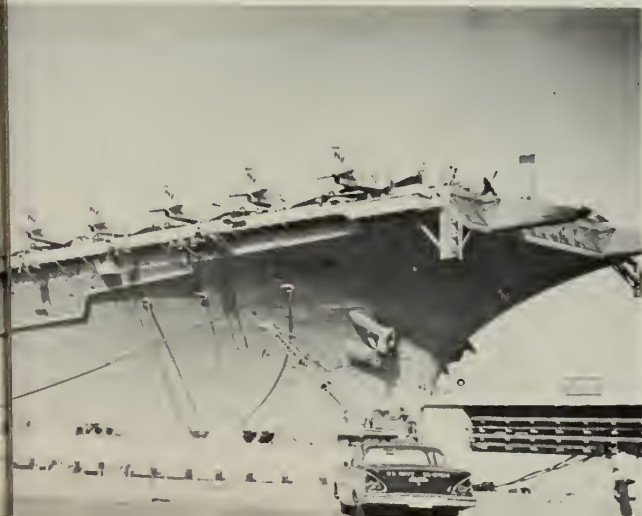
Just how well NSC discharges its mission is a matter of record:

- The Center carries slightly over 223,000 items; valued at more than \$86 million.
- Over 72,000 issues are made each month. This averages about 863,000 issues per year.
- Measurement tons of cargo handled each year amount to 518,000.

In addition to its regular responsibility to the Fleet, the Naval Supply Center performs accounting and payroll functions for over 30 naval activities in the Pearl Harbor area. It also acts as a surplus disposal and purchasing agent for these same activities.

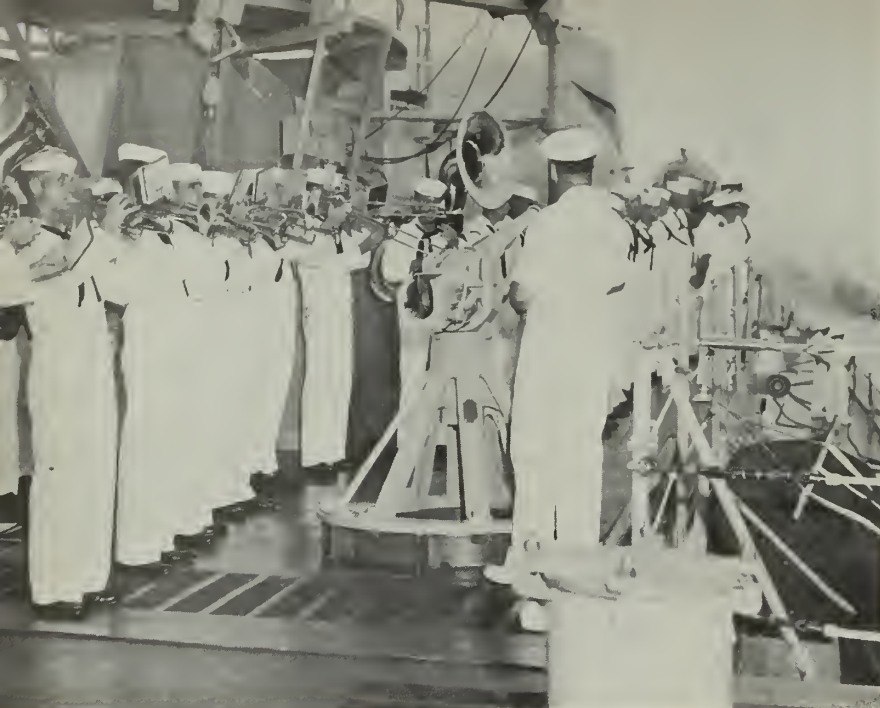
NSC Pearl lives by one simple motto, "Service—Any Time, Every Time."

**LONG STORY**—NSC's huge POL pier is 1336 ft. long.



**DAY AND NIGHT**—Cargo is loaded aboard transport.  
Below: Night refueling of ship takes place at POL pier.





WITH MUSIC—Navy unit band plays on deck as *USS John S. McCain* (DL 3) enters the harbor at Calcutta, India.

← unofficial musicians—the only requirement is plenty of ambition and some talent. A destroyer crew crossing the equator is as proud of its sharp three-man band as the sailors in a larger ship are of their 17-piece official Navy unit band. Furthermore, many unofficial bands are well organized and rehearsed, and are often called upon to entertain publicly.

**T**HE TWO BIGGEST obstacles in the way of organizing unofficial bands are a lack of competent leaders and instruments. *USS Tarawa* (CVS 40) came up with instruments after diligent searching, and her bandmaster was found among the messcooks.

# Seafaring Virtuosos

**"YOU SURE MAKE that sax sound good, Mac. You a professional musician?"**

"Nope. I'm a bosun's mate."

Sound familiar? It should. As many as 10 per cent of all Navymen are after-hours musical hobbyists.

Their instruments are as varied as their rates and ranks, and their audiences are as different as their duty stations. But they all have two things in common: the Navy—and music.

Full-time MUs perform with or-

ganized bands aboard large ships and at shore stations. But the ships and stations that do not rate a Navy unit band have to come up with their own. That's where "Boats" and his sax come in.

Let's take a closer look at these seafaring virtuosos.

The unofficial Navy showman is usually a musician who plays after working hours for his own enjoyment or to entertain his shipmates.

Any Navyman can be one of these

It took less than three months for director G. A. Madrigale, SN, to mold a 26-piece organization that was soon an official part of the ship's functions.

The *Tarawa* band also included musicians from air squadrons VS 39 and HS 9, and detachments of VAW 12 and HU 2.

Another unofficial band, this one aboard *USS Essex* (CVS 9), exemplifies the good will that can be promoted by musicians. A short time ago, the U. S. Information Service arranged for the Navy group to appear at a concert in Toumba, Greece. The band featured jazz, ballads, Latin-American numbers, vocals, the cha-cha, and even an exhibition of Indian tribal dances. The Grecian audience still recalls the "great U. S. Navy band."

The *Essex* musicians have given similar performances in Italy, Lebanon and Spain. All volunteers, the bandsmen practice at lunchtime and after working hours. A majority vote of the band decides when and where it will perform.

**W**HEN ASKED WHAT REWARDS the band receives for giving up liberties in order to practice, a spokesman for the group (a signalman) replied, "The only reward we get is the satisfaction of a warm re-

**ON STAGE**—Combo from *USS Hancock* (CVA 19) gets set for Honolulu TV show.





ception. We like music, and people like our sounds."

The bulkheads of *uss Independence* (CVA 62) also echo the strains of unofficial music. Her eight-man band, called the *Airdales*, consistently attracts capacity crowds during evening jam sessions in the crew's mess hall. When the audience of hand-clapping sailors begins to overflow, the musicians move their rock 'n roll to an approved area of the carrier's hangar bays. Replete with comedy routines and character sketches, the seagoing entertainers produce a rapid-fire show. They are credited with keeping their shipmates smiling and relieved of the tension of hard work and long periods at sea.

Far beyond the hangar bays, however, Europe's bandstanders listen to the *Airdales*. While in Athens recently, the *Independence* band cut a record that made a hit not only with Navymen but also the local populace. In Italy, they made two more records—one an album of twelve tunes. It went over big with Italian teenagers.

The *Airdales* also boast a backlog of musical successes stateside. They have appeared on television in Miami, Washington, D. C., and Philadelphia.

**H**OW DO THESE UNOFFICIAL musicians get their instruments? Does the Navy provide them or help buy them?

The Chief of Naval Personnel receives many requests each year from unofficial ship and station bands that need musical instruments. The Navy is not authorized to appropriate funds to buy instruments for unofficial bands, but can occasionally obtain used instruments listed in DOD excess personal property records.

The Bureau tries to distribute these instruments to unofficial groups on a no-cost basis, but before organizing a band, you should realize that instruments available on the excess property listings are few and far between.

Unofficial bands must usually obtain their instruments through welfare and recreation funds or at the musicians' personal expense. (Requests for used instruments made available by DOD should be sent via official channels to the Chief of Naval Personnel (Pers G16). Your command will then be notified if instruments are available.)



FULL 'HOUSE'—Sixth Fleet Band pulls a big crowd playing in a Spanish city.

**B**UT NOT ALL unofficial musicians are instrumentalists. Many vocal groups have won wide acclaim. The 80-man Bluejacket Choir at USNTC Great Lakes, for example, has been prominent as a vocal group for more than 20 years.

The choir was organized in 1940 (all members were recruits), and entertained in the Chicago area during World War II. At the end of the war the group was disbanded, but it was again organized at the outbreak

of the Korean conflict. The Bluejackets Choir now consists of not only recruits, but of service school students and ship's company personnel as well.

The singing sailors gained fame through radio and television, and on the road by participating in the annual Sugar Bowl activities in New Orleans. Its director says the choir has an alumni of more than 10,000 Navymen.

Another vocal group—this one of-

SING, SING—Volunteer chorus of *uss Helena* (CA 75) has been a big hit.







DO IT YOURSELF band of USS Tarawa (CVS 40) stands by for ceremony and (rt.) holds rehearsal on carrier's elevator.



ficial—is the U. S. Navy Band's *Sea Chanters*. Organized in 1956 from students at the U. S. Naval School of Music, the *Sea Chanters* were to make one appearance at a banquet given annually for nationally prominent business, political and military leaders. Their performance was a ringing success, and after many repeat appearances it was decided that the *Chanters* would be a valuable choral counterpart to the Navy Band.

Since 1956, the *Sea Chanters* have been received with tremendous acclaim. They have appeared in command performances for the President, Vice President, members of

Congress, the Supreme Court, and visiting dignitaries of the highest eminence. Via nationwide TV and weekly coast-to-coast radio broadcasts (The Navy Hour), the *Sea Chanters* reach millions of fans.

**A**LTHOUGH MUSIC in the Navy goes back a long way (the frigate *Brandywine* signed on a musician in 1825; paid him \$10 a month), it wasn't until 1935 that the Navy School of Music was established in Washington, D. C., to provide official musicians for the Fleet. Today there are more than 1500 Navy School-trained sailors who make music for Americans and friends of

America everywhere they play.

These "organized" musicians, the MUs of ship and station bands, are full-time musical specialists. They have been well trained in their specialty, thanks to the School of Music.

They attend the School's 26-week basic musical course after boot camp, and are then assigned to full-time duty with one of 47 unit bands. Or, if there's an opening, any MU can try for the 133-piece U. S. Navy Band, also stationed in Washington, or the 85-piece U. S. Naval Academy Band at Annapolis, Md.

The 17-piece COMPHIBLANT group is a typical official Navy unit band. Stationed at the Naval Amphibious Base in Norfolk, it has a distinct style whether playing for formal military functions or at a Saturday night dance. Its appeal to the public was particularly obvious during "Operation Inland Seas," celebrating the opening of the new St. Lawrence Seaway into the Great Lakes, in the summer of 1959. Visiting principal inland U. S. port cities, the band attracted record crowds during public concerts.

Last November the PHIBLANT Band was given a trophy by the City of Norfolk as the best competing band in the city's Veterans Day Parade. The group also performs at the annual United Fund Football Festival, formerly known as the Red Feather Bowl.

**A**NOTHER OFFICIAL BAND—this one well known in the Pacific area—is the CINCPACFLT unit of Pearl Harbor. The band is often heard in sports and military circles throughout the Pacific, but doesn't limit itself to basketball games and parades.

LET'S DANCE—Navy homegrown bands add musical touch to festivities.





Frequently the band, under the direction of Chief Warrant Officer (Bandmaster) John H. Norris, USN, tours schools in Hawaii with a program of swing and Dixieland that never fails to bring roars of approval from young audiences.

The CINCPACFLT Band is also well known in Australia as a result of last year's Coral Sea celebration. Chief Bandmaster Norris had his group booked solidly for radio, TV and public concerts throughout the visit.

Entertaining a hard-to-please audience is a daily occurrence for Navy MUs, but they'll all tell you it's not routine. Each show is carefully rehearsed, with a special emphasis placed on tunes "keyed" to the listener.

**T**WO IMPORTANT FACTORS credited with contributing to the success of official bands are esprit de corps—since high or low morale will be reflected in the music produced—and teamwork—since each band is marked by its own style and must work together to bring new men into harmony.

All Navy unit bands are responsible for providing high-grade listening entertainment for both military personnel and the public as a morale booster and public relations medium.

It takes money to keep official Navy bands going, but anyone who has heard one says it's worth it. The entertainment Navy musicians provide at sea and for civilian audi-



**OFFICER AND ENLISTED**, Navymen and Marines with a variety of shipboard jobs make up dance band of USS *Cambria* (APA 36) when crew swings out.

ences abroad is the result of a special dedication to music.

Many of these dedicated MUs got started as musicians while serving in another rating. As part-time members of unofficial bands they applied for a full-time job in the Navy's official music program.

However, men who haven't played with unofficial groups, but have had musical training and experience before joining the Navy, have been enrolled in the School of Music.

The program is open to all male enlisted personnel except petty officers in certain critical ratings. Successful completion of the School's course leads to advancements in the MU rate and assignment to an official unit band. The method for applying for the Naval School of Music, and information regarding the Navy music program, can be found in BuPers Inst. 1336.2C or the latest directives on the subject.

—D. C. Kasperick, JO1, USN

**BAND OF USS *Franklin D. Roosevelt* (CVA 42) plays at dance. Rt: Tenth ND Steel Band performs for Midshipmen.**





# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**CHIEF TESTER**—'Chief of the boat' leads first crossing of new inflatable brow of the nuclear-powered submarine USS *Theodore Roosevelt* SSB(N) 600.

## Walking on Air

Crew members of the nuclear-powered submarine *Theodore Roosevelt*, SSB(N) 600, literally are walking on air every time they board ship.

That's because the ship, based at Mare Island Naval Shipyard, Vallejo, Calif., has a new brow ("gangplank" to landlubbers) made of inflatable rubberized fabric which eliminates the shake, rattle and roll associated with conventional metal planks.

The brow, which will support 1500 pounds, is made of the inflatable material with which 30 new bunks were fitted for the Navy's nuclear submarine fleet several months ago.

The new brow minimizes storage

problems because it can be quickly deflated and easily rolled up between uses. When *Theodore Roosevelt* reaches port, the brow is moved on deck, unrolled and inflated with compressed air. One end is tossed to the pier and the other is secured to the ship.

The 23-foot gangplank is arched and has a two-foot walkway. The arch is maintained by upright beams, also inflatable, which serve as sides for the brow.

Corrugated rubber matting cemented to the floor provides a non-skid surface. The assembly is completed by a handrail of nylon cord supported by metal posts coated with neoprene rubber to make them rattle-proof when stored.

## Flying on Hot Air

About 200 years ago, Joseph and Jacques Montgolfier built a beautifully decorated device resembling a partially inflated mushroom, and started a fire under it. The mushroom floated aloft trailing after it a small cage of assorted livestock.

Louis XVI was so impressed by the Montgolfiers' achievement that he decorated Jacques, pensioned Joseph and raised their dad to the nobility.

The Office of Naval Research is hoping to put the Montgolfiers' idea to modern use. It has contracted for research on a hot air balloon system. Ultimately, Navy scientists envision a balloon which might even be used in military construction, transport and supply operations. A three-million-cubic-foot balloon, they say, should lift from 15 to 20 tons.

The Navy has, of course, improved on the original idea. A large burner on the ground provides the initial supply of hot air and a portable burner, fed from propane gas tanks, is carried aloft inside the mouth of the balloon. The higher the burner burns, the higher the balloon soars. Lowering the flame brings it down. In order to keep the whole thing from going up in smoke, the lower part of the balloon is made of fire-proof glass cloth.

A recent manned flight took the balloon up to a height of 9,000 feet in nine minutes. The test pilot, who rode in a swing seat with a backrest and his feet on a trapeze bar, thought he could have taken it up to 20,000 feet.

When he descended, he dropped at a rate of 900 feet per minute and was able to stop within 300 feet after turning up his burner.

The balloon now being used is made of nylon with the same type of plastic laminate used in Echo I. It is about 40 feet in diameter and measures 27,000 cubic feet. It is reusable and, best of all from the taxpayer's standpoint, is inexpensive to operate. Only \$1.00 per hour.

Research is still in the early stages, but it looks like Joseph and Jacques started something besides a bonfire under a mushroom.

## YESTERDAY'S NAVY



On 6 Apr 1909 RADM Robert E. Peary reached the North Pole. On 14 Apr 1842 a law was passed authorizing a contract for construction of a shot-and-shell-proof iron war steamer. On 18 Apr 1942 USS *Hornet* (CVS 12) launched 16 Army B-25s on the first World War II air raid over Japan. On 21 Apr 1898 Congress declared war on Spain. On 23 Apr 1778 CAPT John Paul Jones led a raid on British shipping in the port of Whitehaven, England. On 30 Apr 1798 the Navy Department was established at the seat of government under first Secretary of Navy, Benjamin Stoddert.



## PacFlt Frigates Doubled

The number of modern guided missile frigates in service with the U. S. Pacific Fleet doubled early this year when *uss King* (DLG 10) and *Mahan* (DLG 11) reported for duty with COMCRUDESPAC.

*uss Preble* (DLG 15) was the first of the new type of frigates to be assigned to the Pacific last August. She was followed by *uss Coontz* (DLG 9) a month later.

All four missile frigates are designed to provide the speed, endurance and sea-keeping qualities required to operate with modern carrier task forces. The ships are equipped with twin launchers for *Terrier* surface-to-air missiles, *Asroc* and MK 32 torpedo tubes for anti-submarine weapons, one 5-inch/54 and two twin 3-inch gun batteries.

The four frigates are homeported in San Diego, Calif.

## Seaplane Haven

Three times in five months the Seventh Fleet seaplane tender *uss Pine Island* (AV 12) has been a roving Johnny-on-the-spot in an emergency. When three seaplanes on three different occasions ran into trouble she was there to fish the disabled aircraft from the drink, and provide the repairs necessary to put them back into operating condition.

*Pine Island* served both as flagship for Commander U. S. Taiwan Patrol Force, and as a mobile support base for long-range reconnaissance and antisubmarine seaplanes for eight months before her return to San Diego, Calif., in February. She provided deployed seaplane patrol squadrons with all of the facilities of a land base, with the added advantage of much greater flexibility in respect to areas of operation.



**SINGLE-SEATER** — Navy's 'Hot Air Balloon' completes 9000-foot, two-hour test flight over the Stratobowl Balloon Launching Site, Rapid City, S.D.

Overseas, the veteran tender operated out of Buckner Bay, Okinawa, but one rescue mission took her a long way from home—to Tourane Bay in South Vietnam.

*Pine Island* had only just returned to Buckner Bay from a 16-day cruise to the Philippines when she got the word that a VP-40 seaplane which had been making a patrol flight from Sangley Point, P.I., had been obliged to make an emergency landing in Tourane Bay. *Pine Island* steamed some 1300 miles through extremely heavy weather to reach Tourane Bay, and less than two hours after arrival there had hoisted the damaged plane aboard and begun the return trip to Okinawa. She carries extensive stocks of spare engines

and parts, and by the time she reached Buckner Bay, her skilled technicians had the patrol plane all but fit to fly again.

Her two other emergency rescue and repair missions kept *Pine Island* closer to her own backyard. One, in fact, occurred almost in her lap. A taxiing seaplane ran aground on a reef just across Buckner Bay from her, ripping several large gashes in its hull. *Pine Island* crash boats rushed to the scene with stop-gap pumping equipment, managing to keep the craft afloat until it could be hoisted aboard the tender for repairs. A little later she steamed around to Korea's east coast to take aboard a P5M which had been forced down by engine trouble.

**ON YOUR MARK**—Navy A3J *Vigilante* sits poised for launching from steam catapult of *uss Saratoga* (CVA 60).





**MAKE BELIEVE**—Engineers check high-speed atomic submarine simulator which recreates underwater action associated with ship control of new subs.

### Twice the Speed of Sound

A sleek weapons system designed to fly at speeds in excess of Mach 2 (twice the speed of sound) is scheduled to join the Fleet late this year. The A3J *Vigilante*, a high-altitude, all-weather attack bomber, will bolster the Navy's air arm with a capability of delivering either a nuclear or conventional punch.

During its first carrier demonstration aboard *uss Saratoga* (CVA 60) off Mayport, Fla., last summer, the A3J was tested by pilots from the Naval Air Test Center at Patuxent River, Md. The *Vigilante* made 15 successful catapult launches and 14 arrested landings. The pilots also made touch-and-go landings, and the plane was given general carrier suitability checkouts.

A unique feature of the *Vigilante* is its rearward bomb ejection through a linear bomb bay.

### Asroc for PacFlt

*Asroc*, the Navy's newest anti-submarine weapon, has joined the Pacific Fleet. One of the Fleet's newest members—the guided missile frigate *uss Mahan* (DLG 11)—ushered *Asroc* into the PACFLT operational arsenal of firepower recently when she launched one of the combination rocket/torpedoes from her deck.

An integrated system, *Asroc* consists of four major parts—sonar underwater detection gear; a fire-control

computer; a launcher containing eight missiles; and the missiles themselves. It is designed to furnish destroyers with a potent long-range punch in antisubmarine warfare, making it unnecessary to close within a few hundred yards of an enemy sub before launching an attack.

In operation, *Asroc* works something like this. The missile's front half is a torpedo, its rear half a solid-fueled rocket. Once a submarine is detected, *Asroc* can be fired from its deck-mounted launcher, and propelled through the air by its rocket motor to the submarine's general vicinity. There, the rocket boost-

er falls away, and a parachute opens, lowering the torpedo into the water. Then an acoustical homing device in the torpedo's "brain" takes over, guiding the torpedo to its target.

### Visit to a French Carrier

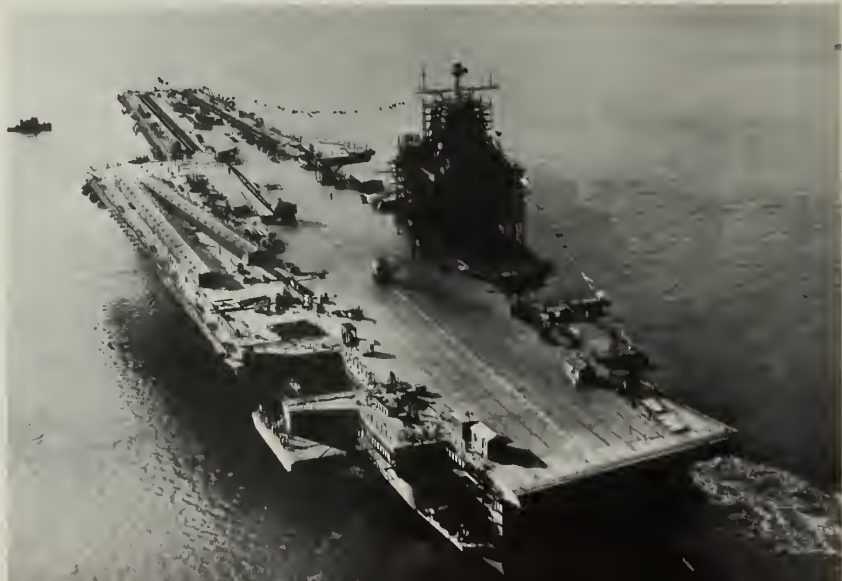
A group of crew members from the attack aircraft carrier *uss Saratoga* (CVA 60) enjoyed a three-day busman's holiday recently—a cruise aboard the new French carrier *Clemenceau*. Under a special NATO exchange visit program, the U. S. Navy men—two officers and four whitehats—were returning a similar visit by a group of French sailors aboard *Sara* the previous month.

*Clemenceau*, first aircraft carrier built entirely by the French navy, is approximately the same size as our *Essex*-class carriers. She features an angled deck and two catapults, has a crew of some 2000, and operates both turbo-prop and jet aircraft.

The *Sara* sailors—LCDR W. J. Childs; LT J. S. McNealy; Senior Chief Aviation Boatswain's Mate M. E. Langley; Aviation Boatswain's Mate first class D. L. Hibdon; Electronics Technician third class R. W. Howard; and Radarman Seaman J. C. Easton—boarded *Clemenceau* at Marseilles, France. Once assigned to quarters, they promptly got in some liberty time with a group of their French counterparts.

Next morning, her six guests safely aboard, *Clemenceau* departed Marseilles for operations along the French coast. Almost immediately the American observers discovered a noticeable difference from their own normal routine. Breakfast in the

**ATOMS TO BURN**—World's first nuclear-powered flattop, *uss Enterprise*, CVA(N) 65, is moved by tugs to outfitting dock at Newport News Shipyard.





French navy, they found, consists of coffee, bread and jelly—period. The two main meals of the day, however, turned out to be varied and excellent, both in quality and quantity. At both of those meals, wine was always on the menu.

Mess cooking, too, is handled differently by the French. In their navy, a mess cook enlists for that specific job, either as a five-year volunteer or a three-year draftee. It's the same with the other ratings too—men holding rating specialties ranging from boatswain's mate to aviation electronics technician work exclusively within their field.

Morale aboard *Clemenceau* appeared to be very high. Hangar deck soccer is played almost daily, and televiewing is a popular off-duty pastime.

Back aboard *Sara* now, Navymen Childs, McNealy, Langley, Hibdon, Howard and Easton carry with them at least one other lasting impression of their sojourn with the French navy—*Clemenceau's* cleanliness. From engineering spaces to enclosed signal bridge, they recall, she was literally spotless.

To a man, they rate their three-day exchange an enjoyable, and informative, visit.

## Sea Copter

More modern helicopters will soon join the Fleet. Also, the Navy has ordered more of the radar portion of the air missile control system for the F4H-1 *Phantom II* aircraft.

The helicopters will be the HSS-2 type which is now in its final phases of trials before delivery. It has been flown at 162 knots and, with its boat-type hull, is able to land and take off from water.

The HSS-2 is designed for a four-hour antisubmarine patrol while carrying both search gear and attack weapons. It will operate from carriers and will be the Navy's first all-weather helicopter.

## Battle Data on the Screen

It may not be long until task force commanders can do away with lengthy, time-consuming briefings.

To get a quick picture of their situation, they can turn to a new device called the battle data display console.

Developed for use aboard modern aircraft carriers and missile ships as part of the Navy's Tactical Data System (NTDS), the console flashes on its screen the positions of air-



**OLD AND NEW**—Navy's display console (foreground) contrasts with slower, less accurate method of plotting planes by grease pencil shown in background.



**FLASHY SYSTEM**—NTDS developed for use aboard carriers and missile ships flashes positions of airborne, surface, and submarine targets on console.

borne, surface and submarine targets, and centralizes the defensive operation for each combat ship within a task force.

The new system is expected to do much to help eliminate human error and delays which often plague the old grease-pencil-and-chart system, and will provide lightning-fast

battle intelligence at a central point aboard each ship where prompt counteraction can be initiated.

An experimental model demonstrated its effectiveness during tests at the Naval Electronics Laboratory in San Diego. In addition, five ship-board systems have been ordered for testing the new equipment at sea.





**NEW FLAG**—Indonesian sailors hoist their flag as *uss Menominee* (ATF 73) changes her name to *RI Rakata*.

### DD for Colombian Navy

The government of Colombia is stronger by one destroyer. It has been loaned the former *uss Hale* (DD 642) under the Mutual Security Pact.

The ship, now named *ARC* (Armada, Republic of Colombia) *Antioquia* (DD 01), is a 2050-ton *Fletcher*-class destroyer. It was formally transferred to Colombia during a ceremony at the Boston Naval Shipyard early this year.

Launched in 1943, the 376-foot vessel participated in the WW II naval campaigns of the Gilbert Islands, New Guinea, Marianas, Philippines and Okinawa. *Hale* claimed the distinction of being the first DD to bombard the home islands of the Japanese Empire, after she damaged a radar station on Kamaishi, Japan, in July 1945. The ship was active with the Pacific Fleet until she was mothballed in January 1947 at Long Beach.

Recommissioned upon the outbreak of the Korean crisis, *Hale* began operating in the Caribbean and Mediterranean, followed by a round-the-world cruise in 1954. During the Suez crisis in 1956 the ship steamed with the 6th Fleet, and later joined the 7th Fleet for Pacific operations off Formosa. In 1958 the destroyer was ordered to the Atlantic Fleet.

*Hale* was decommissioned in August 1960 and transferred to Boston to be made ready for the Colombian Navy.

*Antioquia* and her new 226-man Colombian crew are skippered by Commander Eduardo Wills. A mobile training team of three U.S. officers and 12 POs will be working aboard the ship until it sails for Colombia in May.

### Ship for Indonesian Navy

The government of Indonesia received another workhorse for her sea-going forces early this year.

It is the World War II Fleet tug *uss Menominee* (ATF 73), which Indonesia received early this year at the Seattle Naval Supply Center under the Military Assistance Program (MAP).

During the war *Menominee* participated in six Pacific operations and lived up to the saying among Fleet tugmen that their ships are the workhorses of the Navy. She is equipped for light and heavy towing, salvage and diving.

Until recently, the ocean-going tug hadn't seen service since she was taken out of commission in 1946. *Menominee* is the sixth vessel to be transferred to Indonesia under MAP, and is now named *RI Rakata* for an island mountain located in the Sunda Strait between Java and Sumatra.

The Indonesian crew is made up of seven officers and 65 enlisted men.

### Real Deep Thinking

Thought, skill and daring are usually the major qualities needed in a Navyman who wants to go down in the record books as being first in something. No doubt John R. Vail, HMC, usn, has all of these qualities.

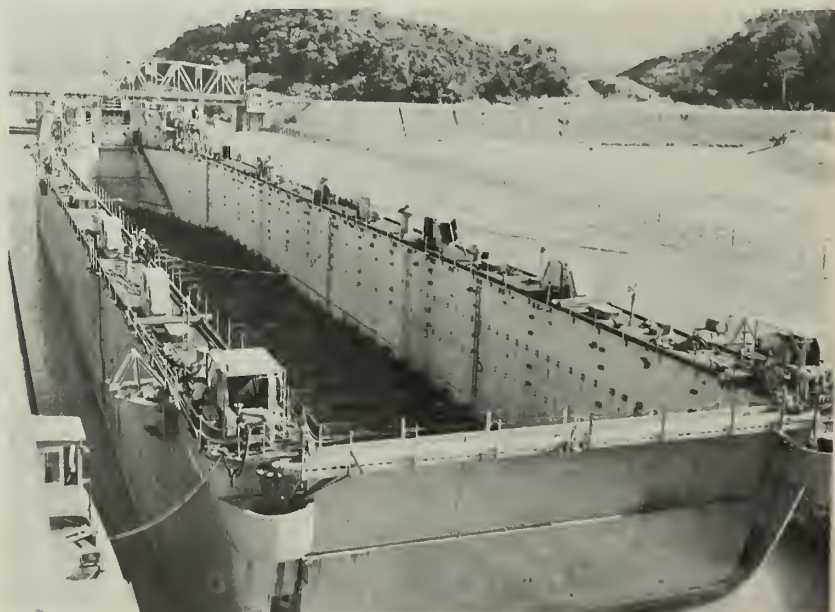
Vail, however, concentrated on his thinking ability early this year and came up with something that had never before been attempted. You could say that Vail thought deeply, because he did.

Vail made a simulated 450-foot dive in a small pressure tank that subjected him to 200 pounds pressure per square inch. The purpose of the operation, conducted at the U. S. Naval Experimental Diving Unit in Washington, D. C., was to test Vail's thinking ability at a 450-foot depth while he inhaled compressed air. Before the tests, scientists believed that 300 feet was the maximum depth a man could reach without oxygen and still keep a clear head.

The results of Vail's test, however, seem to indicate that, in an emergency, a diver or submariner could breath ordinary air at depths to 450 feet and retain his senses long enough to surface. This knowledge could be used by divers who breathe away their helium-oxygen mixture, or by submariners who should find it necessary to escape from their ship at depths to 450 feet.

Vail was accompanied on the dive by Navy doctor LT William B.

**DOCK IN LOCK**—Auxiliary floating drydock (ARD 17) eases through Panama Canal on way to join Ecuadorian navy at Rodman Naval Station, Canal Zone.





Wood, USNR. Both men wore oxygen masks inside the tank. Once the air pressure in the tank had been simulated to 450 feet, however, Vail stripped off his breathing apparatus and began to inhale the compressed air in the tank.

He demonstrated his thought power by classifying a tray of blocks and cylinders of assorted sizes into their proper groups. Dr. Wood noted Vail's progress and relayed the results of his tests by intercom.

Tests showed Vail's mind functioned normally for nearly five minutes, much longer than before thought possible at such a depth.

The results of this and other experiments by the Diving Unit will be used in the construction of standard diver's tables for predicting the curve of reason impairment at increasing depths.

The test also provided sidelight evidence on the effect compressed air has on heart and lungs after a switch from oxygen. Vail made the transition without difficulty.

He also felt, and fought off, the brain-racking bliss of progressive nitrogen narcosis, a mental hindrance that often strikes divers subjected to great pressure. It has symptoms similar to those produced by alcoholic intoxication. Vail had to concentrate hard not to laugh.

One problem did come up in the deep thought tests, however. Vail reported that under the influence of compressed air he clearly remembers having trouble remembering.



**PARLEZ VOUS**—Men of *uss Springfield* (CLG 7) study French in shipboard classes while heading for their new home port at Villefranche in the Med.

### Stranger in Port

To crew members of *uss Jenkins* (DDE 447) a shakedown cruise to Seattle is almost considered to be a visit to foreign waters.

Still glistening with a fresh paint job and shiny FRAM (Fleet Rehabilitation and Modernization) gear installed during a Pearl Harbor face-lifting early this year, *Jenkins'* cruise to CONUS was ordered to test her new sonar and drone ASW copter.

The trip, however, was more than

a run-of-the-sea shakedown of new equipment. It was the first time in 10 years the Hawaii-based DDE had visited the U. S. mainland.

*Jenkins* last steamed through the waters off CONUS in 1951 when she was converted from a destroyer to an escort destroyer at Mare Island Naval Shipyard. She's been busy in the Pacific ever since—and at present operates from Hawaii as a unit of DESFLT Five and as flagship for COMDESDIV 253.

## Campaign Underway to Preserve Battleship North Carolina in Native State

A campaign is underway to bring the battleship *North Carolina* back to her native state. Should it prove successful, the giant warship would be preserved as a memorial by the state.

*North Carolina* is now being held in Bayonne, N. J., but the Navy will give the ship to the state providing it tows her to a Tarheel port, prepares her to receive visitors and maintains her. Otherwise, the ship will be scrapped.

The "uss *North Carolina* Battleship Advisory Committee," the North Carolina Parks Authority, the Department of Conservation and Development and many private citizens have been working to raise the necessary funds before 1 July, the deadline that has been set to determine the ship's fate.

Commissioned in April 1941, *North Carolina* (BB 55) is a 46,770-ton ship (when fully loaded), has a main battery of nine 16-inch/.45 calibre guns; a secondary battery of twenty 5-inch twin dual purpose guns, 24 quadruple 40-mm anti-aircraft mounts. She had a wartime crew of 2,338.

Getting into WW II immediately after Pearl Harbor, the graceful ship left Norfolk, Va., on 4 Jun 1942, immediately after her shakedown trials, for the Pacific. She won 12 engagement stars for participating in the following operations: Guadalcanal-Tulagi landings; Battle of Eastern Solomons; Gilbert Islands operations; Marshall Islands operation; Kwajalein-Majuro atolls; Asiatic-Pacific raids of 1944 on the Marianas, Palau, Truck, Yap, Ulithi,

Woleai, Satawana and Ponape; Western New Guinea and Hollandia operations; Marianas operation; Saipan and the Battle of the Philippine Sea; Leyte operation; Luzon attacks; Luzon operations including supporting attacks on the China Coast, Formosa and Nansei Shoto. Also included are Iwo Jima actions; the Okinawa Gunto operation; and participation in Third Fleet operations against the Japanese mainland.

During her 40 months of duty in the Pacific, *North Carolina* had steamed 307,000 miles and entered 26 different ports. She was damaged in battle twice. One hit was caused by a Japanese submarine's torpedo which made an 80-foot hole in her bow, but her damaged compartments were quickly sealed and she made it safely to Pearl Harbor.

# Regional Basketball Champs

Navy roundball teams from such widely separated spots as Pearl Harbor, Puget Sound, and London made big news as the basketball season moved into its waning stages.

At Pearl Harbor, ServPac's defending All-Navy champions, slumbering along through most of the recently-concluded Hawaiian Armed Forces campaign in the wake of SubPac's big, talent-laden Raiders, reacted like old fire horses smelling smoke and came to life with a vengeance when the blue chips went on the line.

Coach Gene McGuire's Packers got heavy scoring and heady all-around play from their pairs of aces—ex-Tulsa U. star John Yates and former Hamline (Minn.) College flash Jack Stromberg—plus some strong rebounding by a big center by the name of (no kidding) General Lee Davis, as they swept undefeated through 14th Naval District elimination play, downing SubPac twice in the process. The tourney's final game was no contest, as the sharp-shooting Packers, converting 29 out of 33 free throw attempts, waltzed to an

easy 75-57 triumph over the foul-plagued, and out-gunned Submariners. Six-five forward Yates and six-three guard Stromberg, led the way with 24 and 23 counters, respectively.

Subsequent Western Pacific competition saw Guam, the lone other entrant, fall before the tall Packers' onslaughts in straight sets, 101-55 and 85-54. As WestPac Region champs, and made even more potent through augmentation, the Packers thus qualified as host team for this year's All-Navy meet, which was scheduled for early March at Pearl Harbor's Bloch Arena. (All-Navy tournament results, plus accounts of further inter-service and AAU play, will appear in the May issue of ALL HANDS.)

On the other side of the world, meanwhile, the U. K. Trotters, representing Headquarters, Commander in Chief, U. S. Naval Forces, Europe, had spread-eagled all local opposition in and around London by late February—winning 15 out of 16 games—and were also looking for bigger fields to conquer. They fig-

ured to get that chance in March, too, when player-coach Larry Banks, Yeoman 3d Class, usn, was slated to lead his Trotters into the U. S. Naval Forces, Europe, play-offs at Port Lyautey, Morocco.

The Trotters' success story thus far has been featured by Yeoman 3d Class Red Brashear's near-20-points-per-game scoring clip; heavy board work by Radioman Seaman Dave Herron and Disbursing Clerk Seaman Wendell Hines, and the sharp backcourt play of Draftsman 3d Class Dave Almy and Hospital Corpsman 3d Class Art Isbell.

Still another fine hardcourt record—a perfect 16 wins and no losses—carried the destroyer uss *Bausell* (DD 845) squad to the Puget Sound Naval Shipyard League championship the past season.

Coach Chuck Griva, Electrician's Mate 1st Class, usn, and his all-whitehat swifties suffered through only a couple of close calls as they raced through their all-winning campaign. For the most part they completely dominated the nine-team league, bombing away for a 56-plus

**WINNING FORM**—U.K. Trotters of Headquarters, Commander in Chief, Naval Forces, Europe, won 15 out of 16.





points per game average, while restricting opponents to just under 38 markers per contest.

Bausell's triumphant march to the PSNSY title was made all the more satisfying—and noteworthy—by the fact that her 13-man club represented exactly one-tenth of her total complement. The veteran destroyer is undergoing a FRAM overhaul and has only 130 men stationed aboard.

IT WAS SERVPAC against the field as four Navy basketball squads, primed and ready after surviving heavy District and Regional firing, headed for Hawaii and the supreme test—the All-Navy tournament—early last month.

The four Stateside regional standard-bearers figured to pull out all the stops in an effort to unseat defending champion ServPac in the four-day All-Navy hoop extravaganza, scheduled for Pearl Harbor's Bloch Arena March 6-10. The hosting Packers were representing the Western Pacific Region, while invading the 50th State were:

- Atlantic Fleet Region—ServLant.
- North Atlantic Region—Potomac River Naval Command.
- South Atlantic Region — NAS Pensacola.
- Pacific Coast Region — Com-Eleven.

ServPac's regional triumph has been noted elsewhere on these pages. For the story on how the other four clubs earned their Hawaii jaunt, see below.

#### NorLant Regional at NAS

##### Patuxent River, Md.:

PRNC-2	ComOne-0 (Forfeit)
ComThree-71	ComFour-62
PRNC-77	ComNine-67
ComOne-83	ComNine-64
PRNC-61	ComThree-47
ComFour-89	ComOne-76
ComFour-68	ComThree-62
ComFour-93	PRNC-80
PRNC-99	ComFour-96

ComFour's thrilling charge through the loser's bracket to upset previously undefeated PRNC on the next to last day and throw the title up for grabs in an "if" game, furnished the big thrill here. Five-eleven Bob Hoskins, a dead-eye lefty guard, paced ComFour's gallant bid, and tossed in 30 in the finale. Big Jack Guy and Jim Hill showed the way for PRNC in the ding-dong wind-up with 25 and 20 markers, respectively.



**HOT TO TROT — U.K. Trotters get best of a jump during basketball game in the London, England, area.**

#### LantFlt Regional at Newport, R. I.:

DesLant-87	MinLant-59
ServLant-84	CruLant-41
FMFLant-88	NavAirLant-81
SubLant-89	PhibLant-82
CruLant-78	MinLant-58
NavAirLant-84	PhibLant-69
ServLant-94	DesLant-77.
FMFLant-114	SubLant-62
FMFLant-110	ServLant-77
CruLant-67	SubLant-55
NavAirLant-65	DesLant-56
NavAirLant-57	CruLant-55
ServLant-63	NavAirLant-52
FMFLant-72	ServLant-65

Fleet Marine Force Atlantic's big, swift Leathernecks experienced only



scattered pockets of resistance in sweeping to victory here, but, since Marines are not eligible for Navy competition above the regional level, runner-up ServLant, as top Navy club, won the right to represent LantFlt Region in the All-Navy. Camp Lejune's Mr. Everything, former Little All-America selectee and unanimous "most valuable" choice Jack Sullivan was a one-man show for the Leathernecks with a near-40-point average, while Shed Mitchell's 95 tallies in five games was tops for ServLant.

#### PacCoast Regional at

##### San Francisco, Calif.:

11 ND-91	17 ND-67
12 ND-80	13 ND-58
17 ND-101	13 ND-73
11 ND-81	12 ND-72
12 ND-80	17 ND-72
11 ND-80	12 ND-70

PhibPac, Coronado, augmented with outstanding players from NAS North Island and NTC San Diego, and representing Com 11, used fine all-around play by long-time Navy star Bill Manning, and the heavy scoring of Jim Henry and Gerry Halsey to overcome the tenacious challenge of Com 12's Headquarters Coast Guard entry. Henry maintained a near - 30 - points - per - game scoring clip for PhibPac. Com 17's Charlie Maxwell bombed away sensationally for 84 counters in three games, and was picked up by the eventual winners for the trip.

#### SoLant Regional at Jacksonville, Fla.:

NAS Pensacola-95
NAS Pensacola-87
NAS Corpus Christi-66
NAS Corpus Christi-85

Nothing they encountered in the All-Navy meet figured to faze Pensacola's never-say-die Flyers, after the rough road they traveled just getting there. After rolling over and playing dead in the first game, Corpus Christi pulled a complete reversal of form and gave the Flyers everything they could handle in their second and final meeting for the SoLant Region crown. In earlier District level play, however, the Flyers had already demonstrated that they could come through when the going got tough. Knocked into the loser's bracket by the MarCorps Supply Center, Albany, Ga., club, they stormed back to down the Leathernecks twice to earn their way into regional competition.

—Jerry McConnell, JO1, USN.



GO, MAN, GO—Navymen and members of Yokosuka's Rotary Club move their ishis into battle while playing Go.

### Go Club Goes Over Big

When a Navyman says "Go, man" these days, he's not necessarily throwing some cool hipster slang your way. He may well be inviting you to have a go at Go—the ancient game which ranks as one of Japan's top national pastimes.

If you take up the challenge, chances are you'll find Go unusual, stimulating, and a possible aid in improving your memory and developing your powers of concentration.

Don't expect to become an expert right off the bat, though—Go is easy to learn, but extremely hard to master.

A game of pure skill, into which the element of chance does not enter at all, Go can be compared some-

what to chess, in that both closely resemble military maneuvers in character. They differ, however, in that chess represents but a single battle, while Go embodies an entire campaign. Battles occur on as many as three or four sections of the board simultaneously, with "soldiers" capturing territory and/or prisoners. There is an ever-changing balance of offense and defense—a skilled player, for example, may deliberately suffer a small defeat on one part of the board in order to achieve a major victory on another section. Far-reaching strategy alone can insure a win.

Seagoing sailors visiting Japan are taking up Go in ever-increasing numbers. Thirteen crew members of the

destroyer tender *uss Dixie* (AD 14), for example, have formed their own Go club, with Chief Radioman Chester Cole as current team captain. During *Dixie's* recent Far East tour the Navymen played a series of matches with the Yokosuka Rotary Club Go team. Not surprisingly, the more experienced Japanese won 22 of 30 matches, but complimented the Americans on their enthusiasm and natural flair for the game, and expressed the opinion that they showed much promise as Go players.

To play Go, as is the case with almost any game, you must have the proper equipment. You start with a Go Ban or playing board—a solid block of wood about 17 and a half inches long, 16 inches broad, and from five to nine inches thick. It is equipped with four detachable legs, and is stained yellow. Its surface is laid out in parallel lines like graph paper, 19 lines each way.

The soldiers are small, disk-shaped

**THE WORK**—The Go ban (board), ishis (stones) and Go tsubo (boxes), plus thinking cap are needed to play.





stones, called *Ishi*. These stones are convex on both sides so that they may be placed on, or removed from the board without disturbing other stones. Out of play they are kept in gracefully shaped containers called *Go Tsubo*, or *Go* boxes.

There are 181 black stones, and 180 white ones. The weaker player is given the black, and the first move. Also, handicaps are granted, depending upon the ability of the players—usually from two to nine moves. The stones are placed on the board in turn, at the intersections of the lines, furnishing a total of 361 points of play. There are a myriad of refinements, but in general the basic idea is to surround, and thus capture, an opponent's pieces.

Japanese experts estimate that it is necessary to play at least 10,000 games to become proficient enough to qualify as a *Shodan*, the first of nine degrees of *Go* player. At the rate of one game a day, it would take you some 27 and a half years to get those 10,000 games.

### Skindiver of the Year

Bob Manicke is a Navy chief aviation machinist's mate—a job well calculated to keep him up in the air much of the time. When it comes to a hobby, though, the chief chooses the opposite extreme. Manicke is an avid skindiver—and he does so well underwater that the Helms Foundation just recently named him U. S. Athlete of the Year for Skindiving.

Chief Manicke, currently serving as a station-keeper at NAS Los Alamitos, Calif., is captain and chief instructor of a team representing the Long Beach, Calif., "Neptunes." The past year the aquatic Navyman paced his club to U. S. team championship honors in the National Spearfishing Tournament at Laguna, Calif.

Selection for a Helms Foundation award is quite an honor in itself, but in Chief Manicke's case it's an extra-special tribute to his courage—and his will power.

Just three years ago, while competing in a Pacific Coast championship meet, he was severely slashed by the propeller of a passing boat. He was hospitalized for more than two months, and his chances of skindiving—or even swimming—again were considered to be practically nil. Just six months later, however, the veteran CPO not only entered—but won—his club's spearfishing derby. His trophy case is getting full.

## SIDELINE STRATEGY

Spectators backed off a respectful distance, and a hush fell over the proceedings as the two grim-faced figures stalked out into the clearing, weapons at the ready.

A duel to the death in the dusty street of some western town? No, the locale was Ellyson Field, Fla., and the principals were a Navy lieutenant commander and a Marine Corps captain, interrupting Helicopter Training Squadron Eight's Second Annual Turkey Shoot to stage a friendly grudge match. And instead of sixguns, CAPT Harvey E. Britt sported a .45 caliber pistol, while LCDR Jack Riding was armed with a bow and a quiver of arrows.

The special shoot-off got underway with minimum delay, with each participant "firing" 20 rounds at separate targets. Only one of LCDR Riding's 20 arrows missed the black, but the pistol-packing Marine was just a shade more accurate. When the scores were totalled, CAPT Britt was declared the winner by just 14 points.

CAPT Britt, naturally, was highly gratified over the outcome, not only because he won the match, but because he copped himself a turkey in the process. LCDR Riding, meanwhile, is calling for a rematch in an effort to vindicate his belief that the Marines should give up those newfangled firearms and return to the good old Indian days.

Navyman Riding's injured pride has been assuaged somewhat, moreover, by the fact that he may yet enjoy the last laugh.

It seems he recently took advantage of the opening of Florida's deer season to take to the woods with his trusty bow and quiver—and promptly skewered a fine eight-point buck. According to late re-

ports, the Captain had yet to bag his.

★ ★ ★

One of the Navy's ace triggermen—both on and off duty—is currently stationed at Pearl Harbor.

He's Senior Chief Photographer Eugene Smyda. During working hours he spends his time triggering Navy camera shutters for 14th Naval District Headquarters. In his free time, Senior Chief Smyda is a prize-winning pistoleer—good enough to win three consecutive 14ND monthly shooting matches at the Navy's Puuloa Range.

Using a .45 caliber pistol, Smyda posted a 548/600 total for his third straight title.

★ ★ ★

One of the stranger impromptu athletic events we've heard about recently—a one-mile whaleboat race through crowded Hong Kong harbor—won early liberty for the remainder of their tour in the Western Pacific for a five-man-plus-coxswain crew from the destroyer *USS Isherwood* (DD 520).

The doughty destroyermen challenged a similar team from *HMS Caprice*, a unit of the Royal Navy Far East Squadron, to the match race. Embarked in a 28-foot, single-bank, five-oared whaler furnished by the Royal Navy, the U.S. tars sloshed to a thrilling half-length victory over their British counterparts, after dodging ferryboats, junks, sampans and sundry other strange craft every foot of the way.

Radio coverage of the epic struggle was provided to all U.S. and Royal Navy units in the harbor through a special broadcast from a Royal Navy launch monitoring the race. Ships' companies of English, Australian and U.S. ships lined the rails to cheer their favorites on.

—G.F.M., JO1, USN.



**L**ISTEN CLOSELY next time you hear a boatswain's pipe signaling an impending call for sweepers to man their brooms, or all hands to quarters for muster. It may not be beautiful music—but you'll be listening to the most ancient and distinctive nautical sound effect of them all.

The badge of office of the fouled anchors is rich in ancient and honorable tradition, dating back to and before the days of wooden-walled ships firing broadsides of red-hot round shot. Slave oarsmen on Greek and Roman galleys timed their strokes to a pipe or flute. During the Crusades a pipe was employed in the English Navy as a signal for their crossbowmen to come up on deck for an attack. Later the English adopted it as an emblem of office or a mark of honor. The Lord High Admiral carried a gold pipe on a

## Piping

chain around his neck, while a high commander rated a silver one.

The present form of the boatswain's instrument (properly termed a "call") was established sometime during the 16th century. After defeating the Scottish pirate Andrew Barton, England's Lord Howard took a pipe from the fallen body of his foe, and when he became Lord High Admiral he officially adopted it. In time it came to be used for salutes to distinguished guests as well as for the passing of orders.

It had very definite and practical uses in the days of sail, many of which have since passed away. Men high on the royal and t'gallant yards, for example, could hear its piercing call rising from the deck above the howl of the winds. In those wind-ship days, merchant as well as naval vessels carried piping boatswain's mates, but the pipe has long since ceased to be a feature of anything but a man-of-war.

Before we go any further, let's clarify a couple of terms. We said earlier that the instrument itself is, properly, a "call." However, the various "words" which are passed by the call are also known as calls. So to avoid confusion, and at the risk of offending purists, the instrument will be called hereafter by its popular misnomer—boatswain's pipe.



Whatever you call it, chances are if you've served aboard a Navy ship for any length of time—say 24 hours or so—you've probably already heard the sound which is destined to become one of the more familiar of your Navy career. And if you've been around long enough to qualify as an old salt, you've likely heard it innumerable times. As a matter of fact, there have no doubt been occasions when you've harbored a barely suppressed desire to tell "that Artie Shaw up on the quarterdeck what he could do with his licorice stick."

In any case, it's practically a lead-pipe cinch that you'll be hearing the shrill summons often in your travels through the Navy. And, if you're like most of us, while you've got a pretty good idea of the "why for" and the "when," you're probably not



# the Boatswain's Call

too clear on the "how's it done."

Read on, if you will. A more thorough knowledge of the procedures involved in sounding a boatswain's pipe is bound to increase your "musical appreciation" when next you hear those dulcet tones. And who knows—you might be inspired to master the art yourself. You wouldn't be the first. Plenty of Navy-men—mostly deck or 'ordnance ratings, to be sure, such as gunner's mates, torpedoman's mates and quartermasters, but more than one yeoman, radioman and what have you—have done just that, and take pride in their ability to handle the pipe as well as, or better than any boatswain's mate around.

Let's start off with a definite premise—that there's much more involved in piping a call properly than simply picking up a pipe and applying lung power at the correct end.

To begin with, all of the distinct and different sounds are achieved through, and affected by, several methods of cupping the pipe in the hand. More on this later.

Then there's the pipe itself—a more complicated affair than you might imagine. The ship's First Lieutenant is provided with an original issue of pipes, which usually don't last very long. Boatswain's mates, it seems, have a habit when being

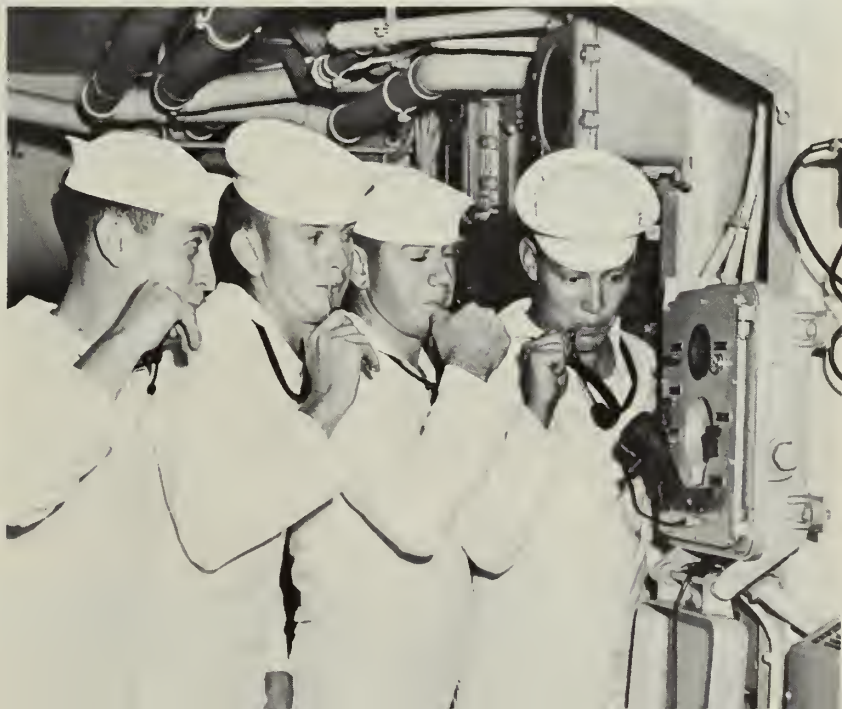
transferred of packing off with their pipes still attached to their persons. Most of them, however, eventually prefer to buy their own particular model, oftentimes with an ornamental design worked around it.

G.I. or tailor-made, though, a pipe won't sound worth listening to until it's tuned. Pipes are stamped out when manufactured, and both the hole in the top of the bowl and the

aperture in the reed next to it (the pee) are nearly always misshapen. The pee must be cut off clean at an angle, then the hole filed down until the blast of air from the pee is exactly split by the hole's outer edge. (A bosun's mate who is an expert on the subject says that the hole usually requires some filing.) A nail file is ideal for this operation,

*(Continued on page 34)*

**NOW HEAR THIS**—Bosun's chorus pipes a call through ship's PA. Above: VIP visitors coming aboard a Navy carrier receive traditional greeting from pipe.





## READING THE SCORE

**FOUR POSITIONS OF THE HANDS** are indicated on the four spaces of the musical staff.

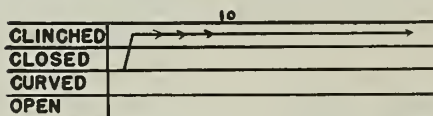
**CLINCHED**  
Hole completely closed. Hand tightly squeezed and lung force is very strong.

**CLOSED**  
Hole completely closed. Lung force strong.

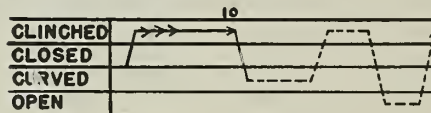
**"CURVED"**  
Same as "closed," but lung force is moderate

**OPEN**  
Hole left completely open. Lung force strong.

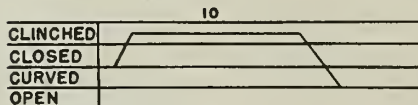
**PASSING THE WORD**—This coll is the prelude to every word passed aboard ship. Its purpose is to get the attention of all hands to the announcement about to be made.



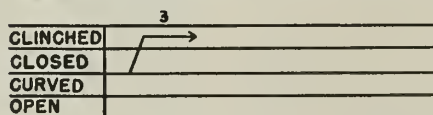
**PIPE DOWN**—The coll "pipe down" consists of "passing the word" and a long 10-second "veer," ending in a short, sharp peep in the clinched position. It is piped as "secure" from any all-hands function. It is also piped immediately after the bugle coll "tottoo," just before word is passed to turn in.



**HOIST AWAY**—"Hoist owoy" is piped after "set out," to start a power hoist or a "work owoy" with boat falls or tackles.



**HAUL**—"Haul" is the pipe equivalent of "hol heave! hol heave!" by voice, when the gong is heaving together on a line instead of walking owoy with it. The low note means "get another purchase," and the high note means "heave!"



**MESS CALL**—The pipe "mess coll" is the longest of the lot; it should cover not less than a minute. It consists of "all hands," a long "heave around," and a long "pipe down," in that order.

**STRAIGHT LINE**  
by simply raising the hand with on ordin

**DOTTED LINE**  
policeman's whistle against the roof

**ALL HANDS**  
coll to any even...  
to bottle stop...  
bugle coll, "P...  
out and trice...  
pipes the crew

CLINCHED
CLOSED
CURVED
OPEN



**SWEEPERS**  
The three-second...  
longer than the...  
notes generally...  
series of peeps...  
much run together...  
with a short "I...  
as formerly.

CLINCHED
CLOSED
CURVED
OPEN

**CALL MATES**  
ship, every word...  
boatswain's note...  
to the boatswain...  
sounded "collect...  
gether. As the...  
ship, they on...  
they got the...  
it out of even...  
in the clinched...  
much use for

CLINCHED
CLOSED
CURVED
OPEN



# IS'N'S PIPE and CALLS ABOARD SHIP

smooth note. This is made by the air pressure, as is done

battled note, like that of a whiff by rattling your tongue together.

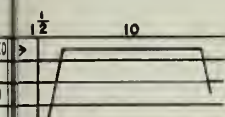
**BROKEN LINE** indicates an undulating (wavy) note. Made by arching the tongue (as in sounding the syllables "TOE HEE, TOE HEE"), causing the sound to undulate smoothly, continuously and at equal intervals.

**FIGURES ON TOP OF THE SCORE** indicate the duration of notes and intervals (rests) in seconds.

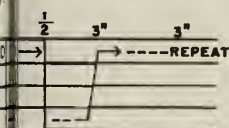
**ARROWHEADS** indicate full breath impulses or blowing hard. You'll notice they are nearly always placed on notes sounded in the clinched position where you need a real blast to sound at all.

**INTERVALS, OR RESTS**, are marked with a vertical line (|) with the number of seconds above it.

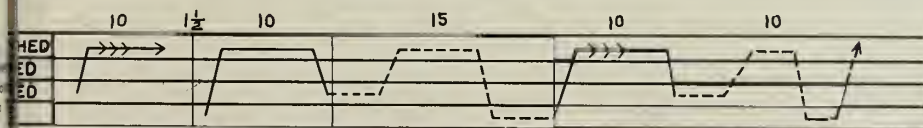
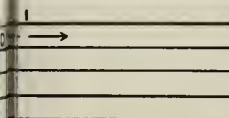
"s" is piped as a general hands ore to participate—le. It is sounded after the word is passed to heave a first part of the coll which



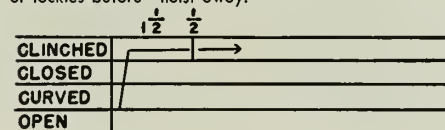
is a call piped frequently. shown on the score are a little boys. The three low-to-high fast—one, two, three. The of the third note ore pretty coll generally winds up now instead of "slurred peeps"



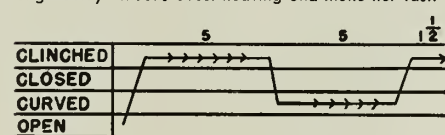
days of PA systems aboard by ward of mouth of the off. The word was given an's mate of the watch, who the boatswain's mates to from different ports of the y with the some coll. When versed fore and oft to sing all is two short, shrill peeps otated once. You won't find oadays.



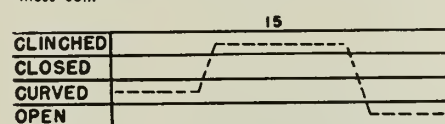
**STAND BY**—The meaning of "stand by" is obvious. Piped after "all hands," it means "all hands stand by" for some evolution or maneuver. This is also the coll for "set out," meaning to take the stock out of falls or tackles before "hoist away."



**BELAY**—A short "belay" means avost heaving." A long "belay" means avost heaving and make her fast."

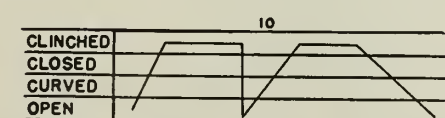


**HEAVE AROUND**—This coll, piped twice, means "heave around" on the capstan or winch. Piped once, it means "mess gear." It is also part of the pipe for "mess coll."



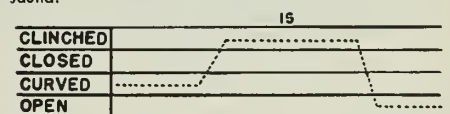
**BOAT CALL**—"Boot coll" is piped to coll away a boat, and also to pipe a division to quarters. The call is lengthened in proportion to the seniority of the boat called. In other words, you hold it longer for the gig than you do for a motor whaleboat. After you pipe the coll, sing out, "AWAY the gig (borge, No. so-and-so motor launch, etc.) AWAY!"

When piping a division to quarters, after the coll sing out, "All the (number) division to quarters!"



**VEER**—This is the coll sounded by the boatswain's mate of the watch to fall in side boys for tending the side. One veer calls two boys; two veers, four; three veers, six; and four veers, eight.

"Veer" also means "ease (or slack) away," or "walk back." It is sounded continuously during locking, and the man locking or lowering away controls his speed in proportion to the rapidity of the rise and fall of the sound.

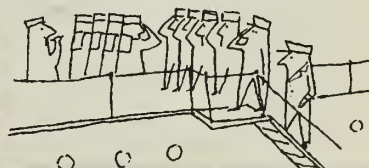
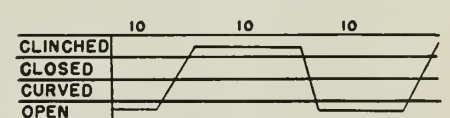


**PIPING THE SIDE**—This is the aristocrat of all the colls on the boatswain's pipe. It really consists of two of the colls, shown on the score. The pipe "alongside" is sounded so as to finish just as the visitor's boot makes the gongway. During this pipe the side boys and boatswain's mate stand at attention but do not salute.

The pipe "over the side" starts just as the visitor's head appears at quarterdeck level. Side boys and boatswain's mate salute on the first note, and drop from salute on the last one. Right-handed boatswain's mates, have argued since time immemorial over whether it is proper to salute left-handed in this situation. Some of them have ruined their dispositions trying to learn how to sound their pipes in their left hands. It may be said here that a boatswain's mate MAY salute with his left hand when piping the side.

Soluting procedure is reversed when a visitor is leaving. "Over the side" is piped as the visitor poses the boatswain's mate on his way to the gongway, and side boys and boatswain's mate salute on the first note. They drop from salute on the last note, and remain at attention while "alongside" is sounded. This last coll begins as the visitor's boot curves away.

Get a good lungful of air before you start a side pipe, because etiquette requires that it be as long drawn out as possible. The more side boys the visitor rates, the longer the notes of his side pipes should be sustained.





**WAY BACK** — Boatswain's Mate of the period of 1863 poses on deck with his pipe prominently displayed.

you'll find. It has a fine grain, and is thin enough to file down the bowl without also cutting the pee.

Once this considerable filing down of the bowl is accomplished, a straw shoved through the reed should split on the far edge of the hole. When this occurs, the pipe is about right.

**LAST CALL**—CPO salutes as he is piped over the side in retirement ceremony.



**PIPE OF EXPERIENCE**—Old-timer passes on piping pointers to younger BM.

Occasionally, however, there may be a gap between the bottom of the pee and the bowl. This will cause a hissing sound of escaping air which will interfere with the clearness of the call. A drop of solder in the gap will remedy that condition.

We mentioned before that there was more to sounding the boatswain's pipe than might at first glance seem apparent. The various calls, for example, have been re-

duced to paper, somewhat in the fashion of musical scores. Now these "scores" are fairly simple and easy to figure out just by looking at them, as you can see by a glance at the accompanying illustrations. But—remember these different hand positions we referred to a while back?

It would be a complete waste of time, for instance, to attempt to sound a sustained note with the pipe held in either the curved or closed position. Those are used exclusively as starting or stopping positions, or as intermediate steps in rising from the open to the clinched position or vice versa. Then too, just about the toughest part for a beginner, we're told, is learning to sound the high, shrill scream which issues forth when the pipe is properly held in the clinched position. To achieve this, you must squeeze hard, and blow hard.

An added thought—you might be wise to stage your first practice sessions down in the bilges somewhere lest some less aesthetic shipmates take a notion to fling you bodily out of the compartment.

At first you probably won't produce much but a noise resembling the sound of escaping steam, but don't let that discourage you. Before long you'll be "piping up" as well as the saltiest BMC. At least you'll think so.

—Jerry McConnell, JO1, USN



# John King, the Destroyer, and the Man for Whom It Was Named

ONCE UPON A TIME there was a young Irishman who wanted more than anything else to become a sailor.

We aren't leading into a tale that ends with our hero living happily ever after, because the facts of life tell us this doesn't often happen. This was almost a routine story of a Navyman of the early 1900s.

However, you may be interested in the story behind the name of our newest guided missile destroyer—uss *John King* (DDG 3)—which was commissioned at the Boston Naval Shipyard early this year.

It seems this King fellow, who was born in Ireland in 1865, migrated to the U. S. and enlisted in the Navy in 1893. At that time the first destroyer, not to mention a guided missile DD, was yet to be built. (Seamen of the 1900s were gee-whizzing about destroyers of that time just as we are about the DDGs of today.)

King was a seasoned FN aboard *uss Vicksburg* when the Spanish-American War rolled around in 1898, and sailed with ADM George Dewey's Fleet for the seizure of Manila Bay.

By 1909, King had been promoted to Chief Watertender, after serving in the boiler rooms of 13 ships. He later cruised with two more before he was discharged in 1916.

But the Navy and King weren't through—yet. When the U. S. entered World War I in April 1917, King was recalled, and served for two years at the Naval Receiving Station in New York.

During his career, he earned the Sampson Medal and Spanish Cam-



Chief Water Tender John King, USN

paign Medal, plus the Philippine Campaign Medal for his service at Manila Bay. He also rated the WW I Victory Medal and received at least four Good Conduct Awards.

So why should a ship be named after him? John King was a Medal of Honor winner—not once, but twice.

The records that go back six decades are somewhat sparse, but the Navy Department publication *Medal of Honor* relates that the Irishman's first highest award was ordered for his action "On board *uss Vicksburg*, for heroism in the line of his profession at the time of the accident to the boilers, 29 May 1901."

Eight years later he was again cited for his heroic actions at sea, under conditions similar to the first award.

He won the second award, *Medal of Honor* records, while a "Watertender, serving on board *uss Salem*, for extraordinary heroism in the line of his profession on the occasion of

the accident to one of the boilers of that vessel, 13 September 1909."

King was released from active duty for the last time in 1919, and transferred to the retired list in November 1923 after 26 years of active service. He died in New Orleans in 1938.

No one heard much about John King after his death. But the Navy hadn't forgotten him. Now, nearly 70 years after he first donned the Navyman's uniform, King's name will for years to come be synonymous with the Navy he faithfully served.

*John King*, the ship, is the fourth guided missile destroyer to be commissioned by the U. S. The other three are *uss Gyatt* (DDG 1), *Adams* (DDG 2), and *Henry B. Wilson* (DDG 7). Twenty others are under construction.

*King* can make better than 30 knots, is outfitted with the latest machinery, electronics and ordnance developments, and sports an aluminum superstructure. Her construction emphasizes seaworthiness to meet the all-weather requirements of a screening force.

DDGs feature ship-to-air *Tartar* missiles, five-inch guns, antisubmarine rockets, torpedoes and long range sonar. *Tartar* is a compact, solid fuel system which can also be used in the secondary battery of larger ships.

The 3370-ton *King* has an overall length of 431 feet, a beam of 47 feet and air-conditioning in all living quarters.

After her commissioning in February, *King* was scheduled for two months of underway training before being assigned to DESLANT.



NAMESAKE—Guided missile destroyer *uss John King* (DDG 3) carries name of two-time Medal of Honor winner.

# LETTERS TO THE EDITOR

## Reenlistment Leave

SIR: Some time ago while on overseas shore duty I married a British girl. Now I am on shore duty Stateside and am thinking about going on my reenlistment leave to England. I hope to go to England, accompanied by my wife and child. I wonder if I could go via available MATS aircraft?—T.W.S., YN3, USN.

• *E-5s and above, and E-4s with more than four years' service, while traveling in a leave status are eligible for space available travel in Military Air Transport Service (MATS) aircraft to and from the U.S. When accompanied by their sponsor (the military member of the family), dependents are also authorized space available transportation.*

*Remember, such travel is on a space-available basis—and not a regularly-scheduled basis. So it's a good idea to allow yourself plenty of time.—ED.*

## Title of COs

SIR: Are commanding officers of ships always called "captain"? Let's take the case of a Lieutenant John Smith who is attending a shoreside function, such as a school science exhibit. Assuming I am not a member of his crew, but I know who he is, would I call him Captain Smith or Mister Smith?—L.A.D., GM3, USN.

• *The general rule in such a case is that only those of his crew would call him Captain Smith. Other Navy men*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

*knowing his name would call him Mister Smith.*

*Aboard his ship, however, you would certainly address him as "Captain Smith," even though you were aboard for a brief visit.—ED.*

## Eligibility to Take Exam

SIR: In the November 1960 letters-to-the-editor section of ALL HANDS, in an article entitled "When Can I Take That Exam," you gave out some information that I don't think is correct. You say that a man who is reduced in rating when he ships from USNR to USN, cannot count his previous time in rate for advancement in his new Regular Navy enlistment.

*BuPers Manual, Article C-7212(1) states: "Personnel who have been reduced in rate or rating for any reason are subject to the provisions of the normal advancement system as set forth in this manual and directives..."*

I believe this article can be interpreted two ways. Since the man who wrote you was not reduced for disciplinary reasons, and has met the provisions of the normal advancement system, he should be allowed to participate for advancement. It is a mere technicality that the active duty time was spent as a Reserve and not as a Regular.

*BuPers Inst. 1430.7D, Part II, pages 13, 14 and 15, seems to confirm this belief. It even gives examples that agree with my ideas.*

If I am wrong, I would certainly like to know, because I would consider this man eligible for advancement, and I know many competent yeomen who would do the same. I have discussed the situation with yeomen from E-8 down and they agree with me.

—C. W. Duncan, YN1(SS), USN.

• *You would be perfectly correct. A man in such circumstances would be allowed to compete for advancement. The office which gave us the information has already written the man concerned and told him that he is eligible to compete for CPO.*

*This only leaves us the job of telling our readers how wrong we were.—ED.*

## Enlisted Precedence

SIR: I am writing this letter to clear up a point about precedence among the first class POs of my air squadron.

Right now I am senior PO1, I believe, for I was advanced to first class in February 1951, before any of the other PO1s made it. In 1954 I was reduced to PO2, by administrative action, not a disciplinary action. In May 1957 I was again advanced to PO1.

It seems to me I can count my time for precedence back to 1951, and not 1957.—D.C.N., YN1, USN.

• *If you read over the 19 paragraphs on enlisted precedence (Art. C-2103) in the "BuPers Manual," you will see that many factors are involved in enlisted precedence. The main point, however, is that there are two types of enlisted precedence.*

*First, there is precedence for military matters. In this, the chief factor is the relative standing of the given rating in the list of ratings by precedence, Article C-2103(5). Here, the yeoman rating is a little more than half-way through the precedence list. Any PO1 of any rating above yeoman on this list has precedence in military matters. Chances are that there are other PO1s in your squadron having precedence over you in this respect.*

*Second, there is precedence for non-military matters. In this, the main factor is length of continuous service in the given pay grade. Your rating has no bearing on the matter.*

## National Anthem Honors

SIR: No problem—just a question, short and to the point. What men, in the U. S., rate having the National Anthem played in their honor?

My reason for inquiring? I was asked, and I didn't know the answer.—C.W.D., AD1, USN.

• *Now you'll have a short and to-the-point answer. "Navy Regs," Art. 2140 (Table of Honors for Official Visits of United States Civil Officials), says the National Anthem shall be played for:*

(1) The President.

(2) The Secretary of State, when he is acting as special foreign representative of the President.

(3) An ambassador, high commissioner, or special diplomatic representative whose credentials give him authority equal to or greater than that of an ambassador.

So now you know.—ED.

## Exempt Reports

SIR: In the upper left hand corner of a number of pages in the enlisted service record are the words "EX-EMPT REPORT." Could you tell me what they mean?—J.M.K., YN1, USN.

• *Reports required by this Bureau are assigned a report symbol to indicate that the report has been approved and has been included in the Reports Management Program of BuPers.*

*However, there are various categories of reports that are not included in the formal Reports Management Program. One of these consists of reports on personnel for record purposes only—such documents as qualification questionnaires, fitness reports and service record pages. These documents are generally labeled as "Exempt Reports."—ED.*



(Notice that the manual does not use the word "seniority." It does, however, say that in a non-military matter the man having precedence "shall be considered as the senior member.")

Your precedence would date to 1957, not 1951. "Continuous service in pay grade" is the term used in the manual. And three years spent as an E-5 can hardly be considered as continuous service in grade E-6, even though the reduction was an administrative matter.

It may be well here to clarify two key terms. "Military matters" are those in which a person "may be required to exercise his authority over others."

Non-military matters are those "which involve privileges or honorary functions, in which no responsibility to exercise authority over others is involved."—Ed.

### These Are the Most

SIR: I wonder if you could tell me the ratings with the largest number of personnel and those with the smallest number?—C.G.B., MM3, USN.

• By the latest count, and not including strikers, here are the four largest groups and the four smallest groups of ratings in the Navy.

Largest:  
Aviation Machinist's Mate—19,735  
Machinist's Mate—14,784  
Hospital Corpsman—14,373  
Boatswain's Mate—13,244

Smallest:  
Surveyor—122  
Patternmaker—145  
Boilermaker—161  
Molder—196

These figures are from "Navy and Marine Corps Military Personnel Statistics" (NavPers 15658) for 31 Dec 1960.—Ed.

### Military Precedence

SIR: At the school where I am an instructor, a discussion came up recently on the subject of military precedence of enlisted Navymen. I stated that Fire Control Technicians ranked fifth in the order of precedence—basing my claim on the list contained in *The Petty Officer's Guide*. Upon referring to Art. C-2103 of the *BuPers Manual*, however, I found that FTs are ranked not fifth, but nineteenth.

It certainly seems to that the standing we are accorded in the *PO Guide* is more nearly correct, since Fire Controlman is a former right-arm rate, and still functions within the deck organization in the performance of military duties. Our seamen and lower rated FTs, for example, stand part of the deck watches, while the more senior FTs are expected and required to fulfill the duties of JOOD while underway as well as in port.

Nineteenth? That's not far from Pigeon Trainer.—R.W.B., FTC, USN.

• Watch how you refer to pigeon trainers there, Chief—you're getting down pretty close to the journalist's



**GATE PASS**—The attack carrier USS Coral Sea (CVA 43), a member of the Pacific Fleet, passes under the partially fog-covered Golden Gate Bridge.

area too, you know. And besides, while pigeon trainers may not seem very important to you, we bet they do to the pigeons.

However, the military and non-military precedence of EMs as listed in Art. C-2103, "BuPers Manual," is both correct and official. The fourth edition of "The Petty Officer's Guide" has been corrected to agree with this listing.—Ed.

### Improving Design of Work Shirt

SIR: The blue chambray work shirt, I think, needs to be improved. The subject may seem unimportant to some, but to the men who wear them it is a serious matter.

We all want a sharp-looking outfit and continually get onto Navymen who wear frayed hats, patches and other items of sloppy clothing, yet we continue to issue a work shirt that is poorly designed—with large cuffs, shirttails

to the knees, sleeves too long, and a neck size that's improper in comparison with the shoulder-chest size.

Why can't the Navy get a shirt that's a shirt rather than a glorified grain sack. We ask for sharp-looking sailors, but at the same time we withhold the means.—A.B.Y., LCDR, USN.

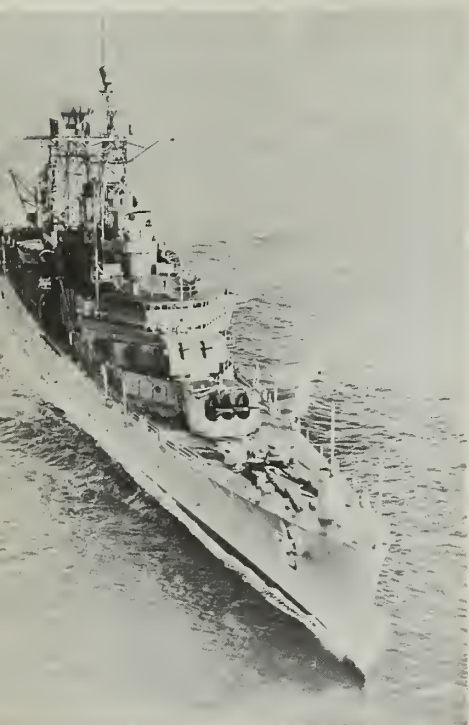
• A newly designed work shirt is currently being considered as a replacement for the present one.

The proposed shirt is made of the same chambray material, but has a sport-style collar, unseamed front, and square tails which should reduce wrinkling and improve comfort and appearance.

Also being carefully studied is the matter of sleeve length and sizing. In other words, the Navy is attempting to produce a practical, neat-looking and well fitting work shirt that is appropriate for the purpose intended.—Ed.

**AN ANCHOR PAINTER**—A crew member of attack carrier USS Independence (CVA 62) applies new coat of paint to the ship's 60,000-pound port anchor.





PROVIDENCE III — Terrier - armed guided missile cruiser USS Providence (CLG 6) is third ship to bear name.

#### **Subs Weren't Lost, We Were**

SIR: The photograph on the inside front cover of the November 1960 issue is captioned, "...at pier side in Norfolk Naval Shipyard..."

I challenge this. It's my belief that the submarines are moored to Pier 22 at the Des-Sub Piers in Norfolk.—D.G., SMC, USN.

SIR: I would say that the photographer had been standing on Pier 21 at the Convoy Escort Piers in Norfolk, looking out over Hampton Roads in the direction of Newport News. Had the picture spread more to the right, the whole of the area between Piers 21 and 22 would have been shown.—D.C.B., Jr.

SIR: I believe the photograph should have read "Des-Sub Piers" (or "CE Piers," to use the older term). I wonder how many letters you have received on this. Bet it was quite a few.

—P.J.G., RMC, USN.

SIR: After two months of searching, I have finally come across a copy of the Nov 1960 ALL HANDS. I must be Reader Number 10.

The caption on the inside front cover states that the nest of submarines pictured there are berthed at the Norfolk Naval Shipyard. If this is true, the south branch of the Elizabeth River has been considerably widened to accommodate the vessels that appear in the background.

If you were standing on the pier looking "seaward" at the Norfolk Naval

Shipyard, you would be looking to the east across the south branch of the Elizabeth River, which is hardly wide enough to accommodate even one anchored vessel, much less a large number of them.

Since the photograph is backlit by the setting sun, I submit that the photographer was, in fact, standing on or near the Des-Sub piers at the Norfolk Naval Base with the Hampton Roads anchorage in the background.

—J.R.S., LCDR, USN.

• So, all right. You don't have to rub it in. The location is the Destroyer-Submarine piers. Not at the shipyard; but on the Norfolk side.

Understandably enough, we don't like to be caught making a mistake, but at least we were finally able to hear from Reader Number 10. May he in future years move up to No. 9.—Ed.

#### **Class 'A' School**

SIR: Perhaps I am misinterpreting Article C-7201(3) of BuPers Manual, but I contend that completion of a Class "A" School constitutes the equivalent of completing the training course for both E-3 and E-4.

The opposition contends that hospital apprentices are required to complete the training course for HN, but not for HM3.—LT. G.G.F., MSC, USN.

• You are correct in your interpretation, yet at the same time you could be entirely wrong. You'll be all right, however, as long as you stick to the HM rating. The course offered by the HM Class "A" School does constitute the equivalent of completing the training course for E-3 as well as for E-4.

This is not true with all other ratings and Class "A" Schools, however.—Ed.

#### **Chiwawa Was T-3 Tanker**

SIR: I have a friend who served aboard USS Chiwawa (AO 68) during World War II. He claims the ship was a T-3 tanker, even though Chiwawa measured some 50 feet less in over-all length than a standard T-3. I say Chiwawa must have had a different classification, possibly T-2. Who's correct?—R.F.R., MM1, USN.

• Your friend.

The T-2 class tankers to which you refer had an over-all length of 523 feet. Even though Chiwawa (502 ft.) measured 51 feet less than a standard T-3 (553 ft.), she and four other navy oilers with the same dimensions were designated T-3 by the Maritime Commission in 1942. All five ships were acquired from the Maritime Commission. Two of these "little T-3s" are still in the Reserve Fleet, but are now called AO 36-class oilers (sister ships of AO 36, USS Kennebec). Chiwawa was returned to the Maritime Commission in 1946.—Ed.

#### **Move to Home on Retirement**

SIR: I am at present stationed in Florida. I plan to transfer to the retired list on 31 Jun 1961.

I plan to settle in Baltimore, Md. Will I be entitled to travel allowances from my present duty station, in Green Cove Springs, to Baltimore for myself and eligible dependents, even though my home of record is Orlando, Fla.? Also, will I be entitled to transportation of household effects?

I have been told by an officer here (who recently had duty in Washington) that I am only entitled to travel and transportation of household effects to my home of record, and that should

**SURF SIDE**—Seabees of Mobile Construction Battalion 9 put their dozers into action to help build sea wall to protect Ventura, Calif., from waves.





I select a more distant location, I would be checked for the difference. He also said that if my home of record is at a greater distance than my home of selection, I am entitled to travel to my home of record, even though the travel was not performed.

Is he right?—LCDR C.F.C., USN.

• No, your friend who had duty in Washington is not right.

When you retire, you may select a home and receive travel allowances to that selected home for you, your dependents and household goods. Your home of record doesn't affect this at all.

You must however, perform the travel to your selected home within one year after you leave active duty. And once you have selected a home and traveled there, your selection is irrevocable so far as travel allowance is concerned.

Information on this subject may be found in "Joint Travel Regulations" Para. 4158-1a, 7012-1a and 8260-1.—Ed.

### Benefits Under STAR Program

SIR: An article entitled "Meet Our Latest STAR" in the November 1960 issue of ALL HANDS stated that one of the advantages to be derived from the STAR Program was a guaranteed assignment to Class B Schools for PO3s and PO2s who hold these ratings prior to reenlistment for career designation.

Para. 3d of BuPers Inst. 1133.13 states that assignment to Class B schools is guaranteed for eligible career-designated personnel in pay grades E-4 or E-5. It doesn't state that these pay grades must have been attained before assumption of a career-designated status. I feel that this point should be emphasized.

We frequently receive many exceptionally promising young men in Parachute Rigger School and other Class A schools whom we try to make into career Navymen. The majority of these have reported to school through the normal allocation of quotas. Upon completion of their course of instruction and fulfilling the required time in rate, these individuals will attain pay grade E-4. In reality then, the only advancement incentive offered such personnel is a possible expediting of their PO3 rating. In some cases this could be rendered practically nil depending upon the nearness of their graduation date to the date of the Advancement in Rating Exam.

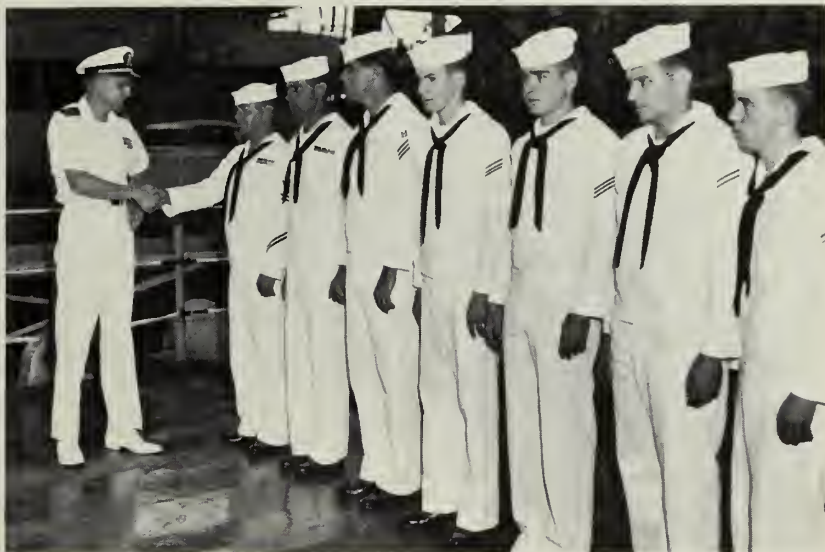
This being the case, the STAR Program as set forth in the ALL HANDS article would seem to fall short of retaining the best qualified men by offering them a true career incentive promotion benefit.

This situation might easily be remedied by granting a guaranteed B School assignment to these men, as to other qualified E-4s and E-5s. What is your opinion on this?—D.A.H., LCDR, USN.

• The stipulation cited in the article



**STARRY-EYED**—Seven CPOs of *uss Hancock* (CVA 19) receive first or second stars to their crowns. Below: Six-year reenlistees from *uss Newel* (DER 322) included four men (at right) enrolling in the Navy's popular STAR program.



"Meet Our Latest STAR" is a paraphrase of the basic eligibility requirements for reenlistment under the STAR Program. The career incentives available to personnel reenlisting under STAR are applicable, as appropriate, to the STAR reenlistment action. They are tied to pay grades.

Thus, when a member reenlists in a pay grade, he qualifies for certain incentives appropriate to that pay grade. Once these are established, he is guaranteed their fulfillment. However, he does not then qualify for additional incentives pertaining to a higher pay grade should he advance thereto after reenlistment under STAR.

With this in mind, the statement contained in the article is a correct paraphrase of the basic requirements of the STAR Program.

In connection with your second point, you are apparently alluding to pay grade E-3 personnel who graduate from the Parachute Rigger School and are

not students under the STAR Program.

The STAR Program is limited with respect to such individuals. However, it is not so limited after they attain pay grade E-4. It is not possible to establish a program covering personnel at varying levels of professional development without drawing fairly sharp lines of demarcation. Such is the case here.

If these students desire automatic promotion on graduation from their school, they may obtain it if they reenlist under STAR, graduate in the top half of their class and have completed six months in pay grade E-3. If they prefer to wait to reenlist under STAR until pay grade E-4 is achieved, and they qualify for benefits attending that pay grade, they may do so. They cannot do both.

In other words, the entire range of STAR benefits should be studied by all interested individuals and a personal decision should be made in each case by the individual concerned.—Ed.



## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four months in advance.

- *uss Black* (DD 666)—The 10th annual convention will be held on 11, 12 and 13 August in New London, Conn. For details, write to Stanley Sward, Chip Shop, Cambridge, Ill.

- *uss Chauncey* (DD 667)—The first reunion is scheduled for 11, 12 and 13 August in New London, Conn. Write to Gilbert DeMay, 613 Pleasant St., Kewanee, Ill., for further information.

- *uss Idaho* (BB 42)—The fourth annual reunion will be held on 21, 22 and 23 July in Norfolk, Va. For more details, write to David C. Graham, Chairman, P.O. Box 8048, Norfolk 3, Va.

- *uss Kidd* (DD 661)—The 13th annual reunion is set for 11, 12 and 13 August in New London, Conn. For information, write to Harrold F. Mon-

ning, 310 East 8th St., Kewanee, Ill.

- *uss Lexington* (CV 2)—The 8th annual reunion will be held on 24 June in Tacoma, Wash. Information is available from W. Happy Blake, 2168' McKnight Dr., Lemon Grove, Calif.

- *52nd Seabees*—The 16th annual reunion is scheduled for 4, 5 and 6 August in New Orleans, La. Write to J. J. Haeuser, 1922 Alvar St., New Orleans 17, La.

- *55th Seabees*—The 16th annual reunion will be held on 30 June, 1 and 2 July, at the Huntington-Sheraton Hotel, Pasadena, Calif. For details, write to Henry D. Marshall, 174 Kenilworth Ave., Pasadena 3, Calif.

- *302nd Seabees*—The 14th annual reunion is scheduled for the Hotel Harrisburger, Harrisburg, Pa., on 16, 17 and 18 June. Write to Harry W. Price, Jr., 135 Third St., Lewiston, Pa.

- *Seabees*—Seabee veterans in the Ohio area are invited to a reunion scheduled for 16, 17 and 18 June in Youngstown, Ohio. Write to Charles Hull, 451 Meadowbrook Ave., Youngstown 12, Ohio.

- *Fleet Post Office, N. Y.*—The 14th annual reunion will be held at Nick's Restaurant, Boston, Mass., on 6 May. For details write to Douglas F. McBride, PNC, U.S. Naval Air Station, South Weymouth, Mass.

- *uss Almaack* (ANA 10)—All who served on board during World War II and who are interested in holding a reunion may write to Harold Harris, 8985 North Seneca Rd., Milwaukee 17, Wisc.

- *uss Grand Canyon* (AD 28)—A reunion is planned for all who served on board from April 1953 to December 1956. For details, write to Roy Robert, 128A East Lincoln St., Easton, Pa.

- *uss LST 528* — All men who served on board during 1951-54 and who are interested in holding a reunion next year may write to Robert A. Willard, P.O. Box 39, Central Islip, Long Island, N. Y.

- *VC-81* — All former members of VC-81 who are interested in holding a reunion in July may write to Glenn L. Fitts, 7066 Calle Belatrix, Tuscon, Ariz.

## More on Twenty Year Hitch

SIR: I don't agree with CAPT McGrath's proposal to sign up selected enlisted men for 20-year hitches (ALL HANDS, November 1960). As pointed out in your answer to the captain, suppose either the man decides somewhere along the line that he's tired of the Navy, or that the Navy decides it no longer wants to retain the man for any of a variety of reasons. There you'd have a big trouble area.

In this day and age, however, we definitely need a "professional" armed force. I don't believe pro-pay, E-8 and E-9, the STAR program or any of the other various and sundry campaigns aimed at retaining competent men offer the long-range solution needed.

I have a suggestion to offer, and I

will be the first to admit that it no doubt has some rough edges. My solution would be a bonus—to be exact, a \$20,000 bonus—which would be paid to anyone who serves 20 or more years of continuous active duty. Now, before you decide I'm completely crazy, hear me out.

First, do away with pro-pay and the present reenlistment bonus setup. Set a date for the new system to go into effect and stick to it, regardless of the pressure. An individual would accumulate \$1000 per year, which could be set aside yearly. If at any time he had broken service, or if he was discharged before he completed 20 years' service, then he would no longer be eligible for the bonus. In order not to eliminate anyone, provisions could be made to include everyone who has at least 10 years' active service and who is presently on active duty. All he would have to do would be to serve at least 10 more years' continuous active duty. This would no doubt slow up the flow of men now leaving the Navy on 20, and should help hold down the World War II retirement hump.

Since reenlistment, pro-pay and responsibility pay for officers would be stopped, and it would be 10 years before a retirement bonus payment would have to be made, this plan would not represent an immediate expense. The armed forces would have 10 years to build up a retirement bonus fund, and could be building up interest on this fund.

Also, under such a plan, I would recommend that the service become more

selective as to who would be given the privilege of serving 20 or more years. Reenlistment should cease being something more or less taken for granted.

With such a bonus a serviceman could retire with confidence and security, and the cash to purchase a home or business.

I'd be willing to bet such a plan wouldn't be more expensive than the present hodgepodge measures—in fact, it would cut down on a lot of other expenses too (such as recruiting), reduce the need for separation centers, and slow up costly personnel turnover.

As I said, this idea is rough, and may be way out in left field, but it also just might be the answer. — G.A.B., EMC(SS), USN.

• *Why not some pie in the sky too?*

First and most important—you are undoubtedly aware that Congress has become quite concerned about mounting military retirement costs, and has been casting an increasingly jaundiced eye on the whole military retirement system.

## Speedwriting and Shorthand

SIR: Most YN2s at this station do not know shorthand, and we have been informed through BuPers Notice 1414 of 5 Jan 1961 that there is a stenographic requirement for YN1 and YNC in the August 1961 Navy-wide examination for advancement in rating.

There is a class in speedwriting open at a nearby location. Will speedwriting be accepted in lieu of shorthand in this examination?—J. A., YN2, USN.

• *Speedwriting will be accepted as a means of shorthand writing when taking the examination for advancement to YN1 and YNC.*—Ed.

## Yeoman and Personnelmen

SIR: Lately I've been hearing scuttlebutt that the personnelman and yeoman ratings will be combined into one rating. Could you enlighten me on this?—J.M.S., PN1, USN.

• *In 1958 the Rating Structure Review Board discussed, for a while, the matter of combining the PN and YN ratings into the YN rating. The proposal was not adopted then. And, at the present time, there is no such proposal being considered.*—Ed.



Any attempt to put through a plan such as yours would surely result in legislation which would either: entail a choice of the \$20,000 terminal bonus or the existing retirement compensation; require reduction of retirement benefits by an amount which would compensate for the initial \$20,000 payment; or jeopardize all three existing programs—propay, reenlistment bonuses and retirement pay—and quite probably result in some kind of contributory retirement system.

There's another point you failed to mention, too. The tax bite on such a lump-sum bonus would be terrific—a retiree with a wife and two dependent children, for example, would pay upwards of \$7000 of his \$20,000 retirement bonus in federal income tax. Spreading the payment of the bonus over several years to minimize the tax would make the sums available each year seem far less attractive and less of an incentive, while making the bonus large enough so that \$20,000 would remain after the tax deduction would make the program far too costly to be considered.

However, the Chief of Naval Personnel is deeply aware of the seriousness of career retention problems, and all avenues which might lead to a possible or even partial solution are being diligently investigated. Rest assured that your proposal will receive careful consideration as future plans are being developed, but any such move in the immediate future is not contemplated.—Ed.

**Footnote on Cheyenne**

SIR: The letter to the editor concerning *uss Cheyenne* (November issue, page 27) was very interesting to me because I knew *Cheyenne* very well before World War I on the West Coast, first as a Naval Militia ship in Puget Sound, later as a submarine tender based at San Pedro, Calif. Although I



**NEW SUB HUNTER**—Plastic tail of Navy's P3V-1 prototype ASW plane houses MAD gear. Armament includes rockets, torpedoes and depth charges.

never served on board, I knew most of her crew when she became a tender.

Reading about her again reminded me of an incident that took place early in 1915—*uss Pittsburgh* was being re-boilered at Puget Sound Navy Yard and we formed a small reserve crew on board. Dick Turpin, GM1, was a member of the crew. Dick was scheduled for transfer to *Cheyenne* and one Friday evening, bag and hammock lashed, Dick reported to the quartermaster for logging out. Suddenly, Dick asked for his orders, saying he preferred leaving next morning. He un-lashed and swung his hammock in the casemate where he had been stationed.

Before breakfast next morning, he again appeared on the quarterdeck, checked out and went to *Cheyenne* across the dock.

When asked why he hadn't checked out the night before, as he had first planned to do, Dick said he had transferred to *uss Maine* on a Friday and she blew up. Later he transferred to *uss Bennington* on a Friday and she blew up. He said he didn't want to transfer to *Cheyenne* on Friday and have her blow up, too.

With regard to a monitor's cruising speed: I recall that in November 1917 *uss Supply*, in which I was serving, towed *uss Monterey* from Guam to Honolulu at three knots all the way. *Supply's* cruising speed was ordinarily six knots.

John J. Wagner, SKGC, USN (Ret).

• Thanks for the footnotes on *Cheyenne*. It's interesting to hear about the old timers; both ships and the men who sailed in them.—Ed.

**...how to send ALL HANDS to the folks at home**

Superintendent of Documents  
Government Printing Office  
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# THE WORD

## Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **USE COMMON SENSE** — We've heard via the grapevine that some Navymen, when visiting foreign ports, have been carried away with their enthusiasm for collecting souvenirs. When this occurs, it puts considerable strain on the friendly feelings earlier created by your shipmates.

One important point to bear in mind: Be careful to treat any foreign flag with the same respect you would accord your own. It should not (repeat NOT) be treated casually, even though the form in which it appears may seem to you to be no more than a paper sticker.

In other words, use common sense when visiting a foreign port. Don't fiddle with foreign flags, national monuments or any other symbols of national pride.

• **PER DIEM FOR TAD** — Many commands are not interpreting *Joint Travel Regulations* correctly, apparently.

It seems that some commands authorize per diem in orders for temporary additional duty, performed in the vicinity of a man's permanent duty station, when it should not be paid at all. Other commands authorize per diem for all trips which last more than 10 hours, even though the travel is performed in the general area of a permanent duty station and at no additional expense to the individual.

Per diem payments under these circumstances are prohibited by Par. 6450 of JTR, which says: "Expenses incurred at duty station, incident to travel to and from home

and place of duty, or to short trips within the immediate vicinity of the duty station, are not payable."

Because of this, TAD orders to nearby points which provide for per diem should only be issued when the time required for the temporary duty, plus necessary travel time, actually exceeds 10 hours, or if you must remain away from your permanent station more than one day and can't return home daily.

If your command considers it necessary to issue you orders, even though the travel is of less than 10 hours' duration, or performed within the vicinity of your permanent duty station, the following statement must be included in the orders: "In accordance with JTR, Para. 6450, no entitlement to per diem allowances is involved in the execution of these orders."

As a general rule, "A member who is not required to change normal living arrangements as a direct result of performance of TAD should not be issued orders authorizing reimbursement under the JTR."

TAD from ships is subject to this same general rule, but ships are faced with different circumstances. The prime consideration here is the location of the ship during the period of TAD. If the ship will remain in the vicinity during the period of TAD, orders may not be necessary.

Many times, even without orders, Navymen may be reimbursed for transportation expenses incurred while on official business in and around a permanent station. Para. 046377 of the *Navy Comptroller Manual* provides for this. Also, Para.

4205-4 of JTR (if you have orders), or Para. 044026 of the *Comptroller Manual*, if you have no orders, allows enlisted men to be reimbursed for meals missed while away from a permanent duty station.

BuPers Notice 1320 of 2 Feb 1961, which explains the TAD per diem rules, isn't intended to prohibit the payment of per diem when it should be paid. It was issued only to clarify certain points which appear to be misunderstood by a few commands. Full information may be found in that notice. Maybe you should review your TAD policies.

• **SERVICE RECORD PAGE** — There'll be a brand new page in your service record before this year is over. To be known as the History of Assignments page, it will provide the Navy with a quick check point on just where you've been and what you were doing there during both your current and previous enlistments.

The new page resulted from a recent study conducted to determine the need and desirability of changes to the enlisted service record. This study was staged concurrently with the establishment of the Enlisted Personnel Diary as a pay record order.

The History of Assignments will be page five in your record. Previously, page five was the Gunnery Record (now discontinued) which listed any qualifications you possessed in small arms firing and at key gunnery stations. Existing Gunnery Records will be retained in the service record and forwarded with closed-out records, while any future entries on that subject will be made on the Administrative Remarks page (page 13). The new page five, which somewhat resembles the old Continuous Service Certificate dropped shortly after World War II, will also be used to record reenlistment



THERE'S A WHALE of a lot of information in ALL HANDS. Please see that nine other Navymen get to read it.



bonus information which heretofore was entered on page 13.

If you are scheduled for discharge, extension of enlistment, transfer to the Fleet Reserve, retirement or release to inactive duty sometime this year, your History of Assignments page must be completed before such an event occurs. Otherwise, the new page will be initiated into your record whenever (between now and next December 31st) the workload at your ship or station's personnel office permits.

Other changes are in the works, too. Slated for the near future are revisions to the Navy Occupation and Training History (page four) and administrative remarks pages, and a new Transfer and Receipts page. In addition, a uniform leave record will be used for both officers and enlisted men.

• **ACTIVE DUTY RESERVISTS** — The Chief of Naval Personnel has designated 76 open rates in which Naval Reservists who served on active duty before 1 Sep 1958 may enlist in the Regular Navy after they complete their current obligated active duty.

This revised list is part of a continuing effort to afford qualified Naval Reservists on active duty an opportunity for a career in the U.S. Navy. If your rate is listed, here's your chance.

Open rates, recently announced as Change Seven to BuPers Inst. 1130.4F, include:

QM2, 3	CT1, 2, 3	AT1, 2, 3
RD1, 2, 3	PN3	AO3
SO1, 2, 3	MU1, 2, 3	AQ1, 2, 3
TM2, 3	MM1, 2, 3	AC3
GS2, 3	MR1, 2, 3	PR2, 3
FT2, 3	BT3	PT2, 3
NW2, 3	BRC, 1	SN, SA, SR
MN3	EM1, 2, 3	AN, AA, AR
ET1, 2, 3	IC1, 2, 3	TN, TA, TR
IM3	CE2, 3	CN, CP, CR
QM2, 3	SW3	
RM1, 2, 3	AD3	

• **WATCH THAT INSURANCE** — Senior naval aviators have been cautioned not to be too hasty about canceling the extra aviation risk premium in their insurance policies.

It appears that many officers who have been aviators for more than 20 years and have reached the age of 45 have canceled the aviation risk premiums because they believe they are prohibited from flying in other than a passenger status. *This is not true.*

The false impression apparently stems from the laws and regulations which govern entitlement to incentive pay for flying. These, in general, require an individual to possess competent orders to duty which requires actual participation in aerial flight to be eligible for flight pay. OpNav Inst. 3710.15C, however, modified this somewhat and told aviators who had been designated 20 years or more that they didn't need to fly four hours a month to earn their flight pay.

This instruction *did not*, however, prohibit operational or administrative flying. Any Category IV aviator could be ordered to fly in other than a passenger status at any time and with short notice.

To cancel the extra insurance protection could cause future hardship to the beneficiaries of any such aviator who is killed in an aircraft accident.

• **NAVAL HISTORICAL RELICS**—Do you have stashed away in your home or your quarters a ship's flag, a commissioning pennant, an old sextant or barometer, a steaming log, a picture or two, or, for that matter, one of the torpedoes ADM Farragut damned so decisively and so heroically at Mobile Bay? Do you know of anyone else who does? If so, why not give some thought to sharing your prized naval relics with the public, rather than leave them moldering away in an old sea chest, or gathering dust in the attic.

The Director of Naval History, who is also the Curator for the Department of the Navy, conducts a never-ending quest for any and all memorabilia commemorating historically significant naval events. The flag which flew from the aircraft carrier *USS Enterprise* during the Battle of Midway would be a typical example.

All contributions of such items, with background information, are gladly and gratefully accepted, and become part of a large and growing naval collection, a large portion of which is constantly on display before the public.

If you can help, contact:  
RADM E. M. Eller, usn (Ret.)  
Curator for the Department of the Navy  
Office of the Chief of Naval Operations  
Washington 25, D. C.

This month's quiz deals with medals and ribbons. The bible on this subject is the *Navy and Marine Corps Awards Manual* (NavPers 15,790 — Rev. 1953). It's a good book to be familiar with and it has settled many a hot argument. It also gives the correct answers to the following questions —as does page 49.



1. Shown here is the highest decoration a Navyman can earn. It is awarded by the President in the name of Congress and is called the:

- (a) Congressional Honor Medal
- (b) Navy Medal of Honor
- (c) Congressional Medal of Honor

2. A small bronze star worn on a Presidential Unit Citation ribbon shows that the wearer:

- (a) Is entitled to a second Presidential Unit Citation.
- (b) Served in a combatant ship during the period for which the award was given.
- (c) Is entitled to one Presidential Unit Citation.



3. Armed Forces Reserve Medals are awarded to:

- (a) Reserve officers who have completed eight full years of satisfactory federal service.
- (b) Officers and EMs of the Armed Forces Reserve who have completed 10 full years of satisfactory federal service.
- (c) Former Reservists who transferred to the Regular service after eight years of Reserve service.

Answers for this month's Quiz are on page 49.



# THE BULLETIN BOARD

## Pointers for the Navyman Who's Getting Ready to Buy a Home

*What do you know about buying a house? If and when you decide to buy a home, it will undoubtedly be one of the more important decisions of your life. For the benefit of Navy families that are considering such a purchase, we are reprinting here a comprehensive roundup on the subject prepared by the Judge Advocate Generals of the Navy, Army and Air Force.*

**P**ROBABLY ONE OF THE LARGEST purchases and one of the most important in every person's life is that involving his home. Many service personnel buy and sell several houses during the course of their service careers, and, therefore, feel that they become more or less expert in this type transaction. A great many people, however, will be going through their first experience, and, while this discussion is not intended to answer all questions, it will point out a few of the areas most frequently asked about.

A few simple definitions would be the best place to start such a discussion as this. The terms most commonly run into are as follows:

**Sales Contract, Agreement to Purchase, Agreement to Buy and Sell, Land Contract** — All of these terms mean approximately the same thing and refer to the document which is signed by both the buyer and seller, and which contains the agreement to buy and sell, and the terms on which the sale is to be made. It is important that all of the terms discussed and agreed upon be included in this document. The method and terms of financing should usually be included. The items of personal property, if any, which go with the house should be specified. The date of settlement and date of possession should be clearly set forth. No verbal agreements should be made. The whole agreement should be clearly written down regardless of what the seller, purchaser, or real estate agent may say.

**Title Search** — This is the examination by an attorney of the records of

the county, wherein the property is located, to determine if the seller has good legal title to the property and is able to sell on the terms that he has agreed on.

**Certificate of Title** — A document given by the attorney to the purchaser certifying that he has searched the land records and finds the title to the property to be good with any exceptions which he specifies. This is not a guarantee but is simply a certification by the attorney that he has done certain work, and the professional opinion that he has reached as a result of this work.

**Title Insurance** — This is actually an insurance policy issued upon the payment of a single fee, which insures that as of the date the policy was issued, the title to the property described in the policy was good of record.

**Brokerage Fee** — This is the percentage of the amount of an FHA loan which a lending institution charges for lending the money. This is not usually charged on conventional loans. The law limits the amount chargeable to a purchaser to one per cent (or one "point") but does not limit the amount of the fee which may be charged a seller; therefore, it is a point to be considered when attempting to sell your property when the purchaser intends to obtain

an FHA insured loan. Therefore, the seller should specify, in the contract, the maximum number of "points" which he is willing to pay.

**FHA Loan** — There are two general types of FHA loans involving homes; the so-called Conventional FHA which is available to anyone who can qualify, and the so-called "In-Service" loan, which is available only to armed forces personnel on active duty. The FHA or the Federal Government does not actually lend the money. Their function is to insure the lending institution which does lend the money. They are reimbursed for their insurance at the rate of one-half of one per cent per year. With "in-service" loans, the one-half of one per cent mortgage insurance is paid by the service to which the purchaser belongs.

**Conventional Loan** — This is usually used to identify or to describe a loan obtained from a bank. Such a loan normally will not be granted for more than 60 per cent of the appraised value of the property.

**Deed** — This is actually the paper title to your property. The seller executes a deed to the purchaser.

**Mortgage** — An instrument whereby the title to the property is conveyed to the lender to secure the payment of the loan.

**Deed of Trust or First Trust** — An instrument whereby title to the property is conveyed to a third-party trustee to secure payment of the loan.

**Second Trust** — A deed of trust which is secondary to, subordinate to, or in addition to, a deed of trust already on the property. This is an additional obligation not permitted with FHA financing.

**Assumption** — A procedure whereby the seller conveys the property subject to an existing indebtedness and the buyer assumes the obligation to pay the indebtedness. The seller is, in effect, simply selling his equity in the property to the purchaser, and between the lending institution and the seller, the seller is

All-Navy Cartoon Contest  
Charley Wise, HM1, USN





still primarily liable for the debt unless relieved by the lender. As between the seller and purchaser, the purchaser, of course, is responsible for payment.

**Refinancing** — This is the procedure whereby the purchaser borrows sufficient money to pay off the seller's existing indebtedness and, also, pay the seller for his equity. The effect of this step is to create a new obligation in the purchaser and to completely release the seller from any obligation on the property.

**FHA Appraisal** — The value placed on the property by the Federal Housing Administration and the value on which they base their willingness to insure. The FHA, on an "in-service" loan, will insure an amount up to \$20,000, or 95 per cent of the appraised value, whichever is less.

**Certificate of Eligibility** — Department of Defense Form 802, which must be obtained from the serviceman's personnel office, and which certifies that he is eligible for an FHA in-service loan.

**Certificate of Termination** — Department of Defense Form 803, which must be executed and sent to the various offices, as required under current instructions, when a serviceman sells or transfers his interest in property on which he has an "in-service" loan, or when the serviceman is released from active duty.

WITH THESE DEFINITIONS in mind, we might proceed to a consideration of the procedures involved in purchasing. This article will not attempt to tell anyone how to buy a house. Suffice it to say, since the investment is a large one, it should be very carefully considered. People who buy hurriedly without due consideration and without careful comparison of the market may find themselves disappointed. Size, location, method of construction, proximity to schools, churches, bus lines, as well as price, must all be considered.

The buyer should not allow himself to be stampeded into hurriedly signing a sales contract, because, once his signature is on the dotted line, he finds that he has incurred certain legal obligations which he must go through with. Until he signs the document, he is still free to negotiate, change his mind or look around further. This is why the sales

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H. L. Funston, BT2, USN



"We could install a picture window."

contract is so important and why the entire agreement should be clearly written. For instance, if financing has not already been arranged for, and a certain type of financing is going to be required, that is, an FHA "in-service" loan, with a mort-

gage of at least a certain amount, then the contract should specify that it is contingent upon the purchaser obtaining such a loan, and if he does not obtain the loan, that the contract shall be void at his option. If certain personal property is to be included with the house, this property should be itemized so that there can later be no argument as to what goes with the house and what doesn't go with it. If possession on a certain date is necessary, this should be carefully spelled out and the question of possession or the time of possession be made of the essence in the contract. If the purchase is to be contingent upon all equipment and appliances being in good working order — this should be clearly spelled out. It is usually desirable to make the contract contingent upon the seller furnishing a certificate that property is free of termites.

## WHAT'S IN A NAME

### CoMidEastFor

The area of COMIDEASTFOR (Commander, Middle East Forcel ranges from the towering Himalaya mountains to the mud flats and marshes of Iraq, and from rainless deserts to the over-400-inch rainfall regions in India.

Although his force of five ships (AVP flagship, plus four destroyers) operates mostly in the Persian Gulf and the Gulf of Oman, his area of responsibility extends from the Soviet frontier to the Equator and from Ethiopia to Burma. His territory includes the Red Sea and the Persian Gulf and takes in nearly all the Indian Ocean north of the Equator. In addition, it extends inland to include all the countries facing the Red Sea, Persian Gulf, Arabian Sea, and western Bay of Bengal as far as the Burma frontier.

For the Rear Admiral who is commanding this force, it is almost an adventure out of the Arabian Nights. In his role as naval officer-diplomat, he makes official calls which range from city officials to rulers of nations.

In addition to greeting these men in their homeland, he also entertains them aboard his glistening white flagship, which has been specially redesigned for duty as flagship. In this far-off Arab world, where the predominant religion is Islam, he encounters many customs that are very much different from Western ones. In addition to the Moslem world, his area also includes the Hindu population of India.

For the most part, MIDEASTFOR ships, which operate under the control of the Commander in Chief, U.S. Naval Forces, Europe, routinely patrol between ports in the area. Occasionally they join foreign navies in at-sea exercises.

When the command was established in January 1949 it was Commander, Persian Gulf Area. In August that same year, however, the name was changed to Commander, Middle East Force.

This group of small ships forms a nucleus of the force that could be developed if trouble comes to that area.

In the meantime, it forms a powerful people-to-people force in a critical area of the world.



In new construction, two points usually are extremely important from the standpoint of the purchaser. One is that the date of possession be made firm. In the actual construction of a building, the contractor may encounter many delays, some unavoidable, but many of his own making—such as when he is trying to build more houses at one time than he can actually handle. If a contract simply reads that possession will be given on or about a certain date, the builder or seller cannot usually be held to delivery on that specified date. He would always be permitted a “reasonable” time thereafter in which to complete the property.

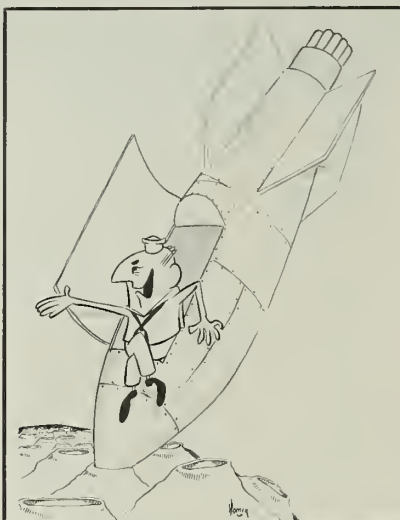
What is “reasonable” would depend upon the circumstances at the time, and in most instances, a builder can give a dozen apparently valid reasons why he hasn’t managed to finish the house. If your contract, however, is contingent upon receiving possession a certain day with time of the essence of the contract, then it must be delivered on that day or the contract will be voidable. When the builder knows he must deliver, then he has an incentive to make sure the property is finished.

The second important point on new construction is that, the warranty given—called a Warranty of Material and Workmanship—be clearly spelled out. If the property has a basement, there would normally be given some sort of a guarantee of a dry basement for at least a year. It is to the purchaser’s benefit to have these guarantees or warranties spelled out in detail rather than having just a general statement to the effect that the building is guaranteed to be of sound construction.

The really important thing in a sales contract is that the purchaser and also the seller *not* rely on a verbal assurance or promise in regard to the transaction. Every agreement should be clearly *written* down either in the contract itself or, if a modification is later made, in a separate instrument, signed by both parties and referring back to the contract.

Once the contract is signed, then, of course, the buyer must take steps to get his financing arranged, to get the title searched and to get all of the details accomplished which have

All-Navy Cartoon Contest  
Clifford H. Easterling, DM3, USN



“Ah, shore duty at last.”

any connection with the real estate transaction. The seller really has very little to do at this point. He is mainly interested only in getting his money and delivering a deed at the proper time.

Settlement may be handled by individual attorneys, by title companies or by escrow companies, depending on where the transaction is taking place. Different states have different procedures for this matter. In any event, however, it is the buyer’s responsibility and in his best interest to get the ball rolling as quickly as possible and get all of the details taken care of. This may take longer than contemplated, particularly if an FHA appraisal is not ready on the property or if the groundwork on a loan has not already been done.

It will sometimes take two to three months to get an FHA appraisal, owing to the volume of work which they have to accomplish. In addition to this, of course, application for a loan must be made with a lending institution—they have to check the person’s application and usually present the application to a board for approval or disapproval—all of these things will take time.

About all that a purchaser can do at this point is try to get all of his necessary paperwork accomplished as quickly as possible, and then, sit back and try to wait as patiently as possible for the other matters to come around in due course. If the purchaser is assuming an existing

loan, the time lag is only a fraction of what it will be if he is financing or refinancing.

IN ASSUMING an existing loan, the deal is simply between the buyer and the seller. Neither the lending institution nor the FHA (if it is an FHA-insured loan) has interest in it. Depending upon the workload of the attorney, title company, escrow company or whoever is handling the settlement on an “assumption,” there is no reason why the whole transaction cannot be completed within a week.

In a purchase, however, the settlement costs must be counted as additional expense in connection with the purchase. These costs vary considerably in different areas of the country and, also, vary according to whether or not the transaction is a refinancing or an assumption. In an initial financing or refinancing, in at least one area of the country, settlements costs to the purchaser for an FHA “in-service” loan on a \$20,000 house may run anywhere from \$500 to \$800. These costs include such things as the one per cent brokerage fee, title search, title insurance, preparation of deeds of trust, recording of deed and deeds of trust, the attorney’s settlement fee, prepaid insurance and prepaid taxes, etc. In an assumption, of course, there is no brokerage fee involved, a title search may be dispensed with if the buyer wishes, and, therefore, the cost of settlement to the purchaser can be cut considerably. He will still have to pay prepaid insurance and taxes, and pay for the various documents involved, with stamps, recording fees and recording taxes where applicable.

The seller is much better off so far as expenses are involved with two main exceptions. If he sells through a real estate agent he, of course, has to pay the agent’s commission, which would generally run around five per cent of the selling price. He must also be wary of the brokerage fee or “points,” as was stated earlier in the case of FHA-insured loans.

The law permits the charging of brokerage fees, but prohibits a purchaser from being charged more than one per cent of the amount of the loan. If the current going rate of discount, or brokerage fees, or “points” is three per cent, for instance, the purchaser may be charged



one per cent, but the seller, then, in order to have the deal go through, must pay the additional two per cent. This can be a real problem in certain areas with certain types of houses because "points" have been known to go as high as eight or 10.

This means that a seller, if he is going to sell his house under an FHA loan, will have to pay seven to nine per cent of the loan in order to sell. This may, of course, be prohibitive, so it might well be wise actually to put into the contract how much the seller is willing to pay in the way of points.

For income tax purposes, only the interest paid for the period after ownership begins, real property taxes apportioned for the period of ownership during the year, and state taxes on deeds, mortgages, and trusts are deductible. Most other charges on settlement, except adjustments and escrow charges for property insurance and real estate taxes, are capitalized as a part of cost, or constitute an expense of sale to the seller. Insurance and property tax items are "used up" with the passage of time and also are again adjusted upon subsequent sale. If an insurance policy is "assumed," be sure to obtain consent to the assignment, in writing, from the insurance company.

Whether a person is buying or selling, it is an important transaction. Unless he is extremely experienced in dealing with real estate, he will always do well to consult an attorney. Your local legal assistance officer can frequently give you advice on a particular contract or transaction and, when a practicing civilian counsel is needed, he can refer you to a member of the local bar through a bar referral agency. It is false economy to attempt to save some money by cutting out attorney's fees. While it might be felt sometimes that the fee is high or that the attorney's services are not necessary, obtaining the services of a competent local attorney to advise and guide on a real estate transaction is just like obtaining an extra insurance policy. You may not feel you really need them but you might be glad you had them.

One last piece of advice—whether you're buying or selling, be sure of what you're doing before you commit yourself by signing your name to a transaction.

## If You Have Reserve Obligation Keep Uniform After Release

If you are released from active duty and know you have a Reserve obligation to fulfill, you probably wonder how you are going to meet it.

Here are a couple of items of information which will help you get on the right track.

You will receive a letter from the commandant of your naval district within one month after your release,

giving the name of your nearest Naval Reserve activity and a time for you to report there for an interview. You will learn in this interview what opportunities are available to you.

Be sure to keep your uniform after your release. Most Naval Reserve activities require their use. If you don't have one in your possession, you may have to dig into your pocket to buy a new one. Sometimes information about your uniform is not given.

## HOW DID IT START

### Hibernator Joins Rackman

In earlier issues (August and October 1957) of *ALL HANDS*, we took note of an unofficial new rating—Rackman (RK)—which seemed to be sipping into the Navy rating structure. It was to be conferred upon any heavy-lidded individual who consistently remained prone for at least 36 hours at a stretch.

The pre-nuclear *USS Seawolf* (SS 197), which claimed to have pioneered in the field, went so far as to lay the groundwork for advancement to Warrant Rackman status, and *USS Yorktown* (CVS 10) added further refinements. One *Yorktown* Rackman Striker designed a rating badge featuring a pillow and a snoozing crow; others investigated the possibility of establishing an aviation branch (RAK), and still others worked out a line of promotion into the LDO ranks.

The ramifications of all this, we thought at the time, were practically boundless. We visioned especially talented practitioners of advanced somnolence progressing some day, perhaps, all the way to four-striper, or maybe even flag rank.

Now, however, we've learned of a development which could open up well-nigh endless new horizons for truly artistic and accomplished Navy sack artists. It may well give them a chance to carry flat-on-the-backsmanship to its logical, and ultimate, conclusion.

Manned space travel, we're told, is just around the corner—and both science, and the Navy, are taking a heavy-lidded look at the phenomenon known as hibernation as a possible aid to such travel.

We're not sure of all the details as yet, but it appears that studies thus far have convinced scientists that hibernating animals, far from being in the state of deep sleep in which they are popularly supposed to be, exist during the period of hibernation in a sort of suspended animation. During this time, bodily functions

slow down to a fraction of their normal rate. The need for food, drastically reduced because of inactivity, is supplied entirely from stored-up body fat.

It's this business of being able to exist on reduced amounts of food energy supplied by the body itself during the state of hibernation which interests Navy space experts, who have been wrestling with the problems posed by the vast amounts of food which would at present have to be packed aboard a rocketship scheduled for an extended space trip. This gives rise to yet another possibility. The hibernation program might be thrown open to another unofficial rating group, the Chowhounds (CH)—if they can also qualify as Rackmen.

We'll content ourselves, for the time being, with the observation that in our travels we've met a lot of Navymen who appeared to be, at the very least, in a state of suspended animation—and with the thought that, when and if a call is issued for the new specialty group of Hibernator (HB), there should be no shortage of qualified volunteers—provided enough of them can be awakened sufficiently to fill in the application forms, that is.



# There Are More Openings in Navy's Nuclear Power Program

IF YOU ARE AN ENLISTED MAN interested in training and duty in the Navy's nuclear power program, there are plenty of opportunities, providing you are qualified.

More and more nuclear submarines are joining the Fleet. Nuclear-powered surface ships are beginning to appear on the scene. Someday a majority of the Navy's combatant ships may have nuclear propulsion plants.

Though the opportunities are not open to all ratings, provisions do exist in many cases for a change in rating. You might investigate the possibilities if you are interested but are not in an eligible rating.

There are four separate programs. Program One is for nuclear-powered submarines. Program Two is for nuclear-powered surface ships. Program Three is for the Army's package power reactor. Program Four is the nuclear support program.

If assigned to operate a propulsion plant on a nuclear-powered ship, you would receive a year's training in theory and operation. If you went into Program Three, you would also receive a year's training. If Program Four, the length of your instruction would vary with the type of training needed.

## Program One—Nuclear-Powered Submarine Program

This program is open primarily to EM, EN, MM, IC and ET ratings in pay grades E-3 to E-7, plus HM1s and HMCs. Other rates may apply and change rating preliminary to nuclear training. The course of instruction is in two phases.

First is the Basic Nuclear Power Course. Devoted to technology and science, it is 24 weeks long, and is held either at the Submarine School, New London, Conn., or the Nuclear Power School, Mare Island, Calif. Here, you will receive background and theoretical knowledge in nuclear power.

Second is the Operational Nuclear Power Course, also of 24 weeks' duration. It is conducted by three different Nuclear Power Training Units—at Idaho Falls, Idaho; Windsor, Conn.; and West Milton, N. Y. At the unit you will receive experience by operating a prototype plant on a watch section or a shift basis. You'll get individual instruction, along with

general classroom work.

## Program Two—Nuclear-Powered Surface Ship Program

Personnel in pay grades E-3 to E-7 of the following ratings are eligible: ET, MM, BT, EM, IC, and IM. HM1s and HMCs are also eligible.

Instruction is the same as for Program One. Locations differ somewhat, however. If selected, you would receive basic training at the Submarine School, or at the Nuclear Power School, and your operational training at Idaho Falls, Idaho, or Schenectady, N. Y.

## Program Three—Army Package Power Reactor Program

The Navy participates in this program to train personnel in the operation and maintenance of land-based nuclear power plants. It is open to

## Now Fifteen Nuclear Subs

uss *Shark* SS(N) 591 was commissioned at Newport News, Va., early this year to become the 10th attack-type nuclear submarine now in service.

Her addition to the Fleet boosts the over-all total of commissioned nuclear submarines to 15. About 30 others are under construction or have been authorized.

The nuclear subs now in service are:

### 3180-Ton Attack Class Submarine

SS(N) 571, uss *Nautilus*

### 3260-Ton Attack Class Submarine

SS(N) 575, uss *Seawolf*

### 2310-Ton Attack Class Submarines

SS(N) 578, uss *Skate*

SS(N) 579, uss *Swordfish*

SS(N) 583, uss *Sargo*

SS(N) 584, uss *Seadragon*

### 2850-Ton High-Speed Attack Class Submarines

SS(N) 585, uss *Skipjack*

SS(N) 589, uss *Scorpion*

SS(N) 591, uss *Shark*

### 2490-Ton High-Speed ASW Submarine

SS(N) 597, uss *Tullibee*

### 5450-Ton Radar Picket Submarine

SS(N) 586, uss *Triton*

### Guided Missile Submarine

SSG(N) 587, uss *Halibut*

### Fleet Ballistic Missile Submarines

SSB(N) 598,

uss *George Washington*

SSB(N) 599, uss *Patrick Henry*

SSB(N) 601, uss *Robert E. Lee*

CEs, UTs, SWs, CMs and EOs in pay grades E-3 to E-7 and to HM3s, HM2s, HM1s and HMCs. Three phases, each of four months' length, form the course. Most of the operational training takes place at Fort Belvoir, Va., though some may take place at the National Reactor Testing Station, Idaho Falls, Idaho.

## Program Four—Nuclear Support Program

Personnel in pay grades E-3 to E-7 of the following ratings are eligible: HM, ET, EN, MM, IC and MR.

Program Four is designed to provide a maintenance capability for the support activities for nuclear-powered ships. It is here that nuclear repair personnel of repair departments of tenders and bases get their training.

The training varies with the rate and rating. For example, hospital corpsmen, who train in health physics, would first attend the Basic Nuclear Power course at New London, and then take a 10-week specialized course. This would be followed by three months of operational experience at a prototype plant.

## Eligibility Requirements

The eligible rates for each program have already been listed. All programs require that the candidate:

- Be motivated for the program.
- Have a minimum combined test score of 110 in GCT/ARI or ARI/MECH.
- Be a high school graduate or have a GED equivalent.
- Be not more than 32 years old.
- Have (or be eligible for) a Secret security clearance.
- Be a U.S. citizen.
- Be recommended by your C.O.

Programs Two and Three require 48 months' obligated service at the time of reporting for the course of instruction. For Program One it is a 36-month requirement, while for Program Four it is a 30-month requirement. Provisions exist for extensions of enlistments in order to meet obligated service requirements.

All but Program One require physical qualification in accordance with Art. 15-29A of the *Medical Department Manual*. Program One requires qualification for submarine duty in accordance with Art. 15-29.



In addition to its high school requirement, Program Three calls for credit for a course in algebra from an accredited high school or USAFI.

If qualified for any of these programs, and a non-submariner, you may submit your request for such training on NavPers Form 1339, "Enlisted Evaluation Report," via your CO direct to the Chief of Naval Personnel (Attn: Pers B2131). If serving in submarines, however, you would apply as directed by your force commander.

More complete details about the nuclear power program may be found in the *Enlisted Transfer Manual* (NavPers 15909A), pp. 203-211.

## Advanced Nuclear Power Training Is Available To Officers Qualified in Subs

If you are an officer qualified in submarines and of the rank of LCDR or below you may be able to apply for assignment to an advanced nuclear power course. A following step would be assignment to a nuclear submarine.

If you are selected, you will be ordered to the six-months' Nuclear Power Course either at the Submarine School, New London, Conn., or at the Nuclear Power School, Mare Island, Calif. Following this will be an additional six months of instruction at the prototype sites at Arco, Idaho; West Milton, N. Y.; or Windsor, Conn.

To qualify you must:

- Be a USN or USNR officer on active duty in the grade of ENS to LCDR.

- Be designated "Qualified in Submarines" as an officer. COs may forward applications of candidates who are in the process of completing their submarine qualifications, stating in the endorsement the estimated date that the candidate will be nominated for qualification.

- Be a college graduate with credits in physics, and mathematics through calculus.

- Certify that you understand successful completion of the one-year instruction period will result in two years of obligated service in addition to your present obligation—and that time spent in training shall not count as part of obligated service should you drop out at your own request.

BuPers Inst. 1301.28A, which sets

### ANSWERS TO QUIZ AWEIGH

1. (b) Navy Medal of Honor.
  2. (a) The wearer is entitled to a second Presidential Unit Citation.
  3. (b) Officers and EMs of the Armed Forces Reserve who have completed 10 full years of satisfactory federal service.
- Questions for this month's Quiz Aweigh are on page 43.

forth these details, points out that the limited input to the nuclear program makes it impossible to assign all interested officers to this training. Officers are therefore encouraged to submit such other applications for specialized training or special duty as they may desire without reference to their pending application for nuclear training. They will be made available for the training that best serves the needs of the service and the individual officer.

You need apply only once for this training. Applications will be kept on file at the Bureau and each request will be considered when selections for the program are made. Applications for the course will be acknowledged.

Officers ordered to duty in nuclear submarines must be graduates of the submarine nuclear power training program. They will be given equivalent technical training regardless of their prospective departmental assignment in order to permit later rotation among the ship's departments in conventional manner.

All-Navy Cartoon Contest  
Howard P. Wood, Jr., CMA3, USNR



"This is our new ejection seat test stand, Admiral.—Why yes Admiral, sit right down, it's perfectly safe. We never leave it armed when . . ."

## More Drawing Proficiency Pay, Next Exam Scheduled in May

An additional 22,385 petty officers have been drawing proficiency pay since January. Except for 30 E-6 and E-7 recruiters, the new payees are personnel in pay grades E-4 and E-5. Representing the successful ones among some 60,000 candidates who took the pro pay examinations last November, they now draw pro pay P-1 of \$30 per month.

With the addition of this new group there are now three main groups drawing pro pay. The first group (originally 25,767) took the pro pay exams in November 1959 and began drawing it 16 Jan 1960. The second group (originally 28,187) took the exams in May 1960 and began drawing pro pay 16 Jul 1960. Included in the second group were 523 E-5s, 472 E-6s and 255 E-7s in nine technical ratings who were awarded the pro pay grade P-2 of \$60 per month.

The pro pay program is being revised to assist in increasing career strength in the critical ratings. See BuPers Notice 1418 of 2 Mar 1961.

The number by ratings in the PO third and second class grades for the latest group is as follows:

Rating	E-4	E-5	Rating	E-4	E-5
AB	190	188	JO	33	23
AC	203	190	LI	29	35
AD	115	116	MA	10	10
AE	598	510	ML	11	13
AG	161	93	MM	1080	673
AK	25	26	MN	45	75
AM	25	26	MR	177	104
AO	38	39	MU	65	69
AQ	161	107	NW	140	59
AT	1425	1193	OM	25	15
BM	83	85	PH	8	10
BT	578	527	PM	15	4
BU	124	55	PN	51	52
CE	59	29	PR	13	13
CM	10	11	PT	6	20
CS	82	84	QM	170	183
CT	409	415	RD	544	319
DC	24	25	RM	904	674
DK	21	22	SD	5	5
DM	48	33	SF	389	434
DT	12	13	SH	43	45
EM	890	681	SK	83	85
EN	114	116	SM	231	209
EO	10	11	SO	369	254
ET	857	458	SV	7	5
FT	430	275	SW	34	26
GM	85	87	TD	139	159
GS	73	87	TM	220	226
HM	130	133	UT	56	53
IC	440	232	YN	134	137
IM	27	21	Total		
				12,483	9,872

# WAY BACK WHEN

## Apprentice Boys

Only in the past few years have the last of the apprentice boys been paid off. Harry Morris, TMC, who served from 1903 to 1958, is believed to be the final one. Chief Morris, like the other ex-apprentices, wore a figure eight knot insigne on his uniform.

For a number of years the apprentice system formed a major part of the Navy's training program for enlisted men. Its purpose was to attract high caliber youngsters into the Navy and give them instruction in seamanship, gunnery and the rudiments of a general education. It was introduced during the period 1875-80 and ended in 1904. The present method of recruit training is, in part, an outgrowth of this system.

Apprentices entered the Navy between the ages of 14 and 18 and served until their 21st birthday. Unlike other applicants of that time they could not be enlisted at recruiting stations. Instead, they reported to one of the Navy's receiving ships at Boston, New York, Philadelphia or Mare Island. After 1883 they could also enlist at the training station at Newport. It was preferred that their parents or guardian accompany them when they applied.

They were examined by a board consisting of the CO, one other line officer and a medical officer. By regulations of the time, the latter could qualify some pretty small lads. For the 14-year-olds four-foot-nine and 70 pounds were the minimum height and weight, while for the 16-year-olds the figures were five-foot-one and 90 pounds.

Applicants had to be able to read and write or "in special cases where the boy shows a general intelligence and is otherwise qualified, he may be enlisted notwithstanding that his reading and writing are imperfect." (Quotes from Navy Regs of 1896.) Their character had to be well above average. Upon being accepted they became apprentice third class. Pay was \$9.00 per month.

Within one month after enlisting, the apprentice was transferred to the naval station at Newport. There he received instruction in reading, writing, arithmetic and the basic subjects of the seaman's profession. This period of shoreside training lasted six months.

Next came a period aboard a "cruiser training ship." Cruiser training ships formed a regular squadron. In 1897, for example, the Apprentice Training Squadron was formed of *Essex*, *Adams* and *Alliance*. Bark-rigged and wooden-hulled, they were 185 feet long and displaced 1375 tons. The permanent ship's company of these vessels were mature Navymen "especially adapted for that particular service, as

regards character, intelligence, and professional qualifications."

Apprentices were stationed in one part of the ship for three months, as royal yardmen at the maintop, for example. They would then be given another station. Only in case of necessity were they detailed for duty as messmen.

Cruiser training ships made a summer cruise and a winter cruise. After making both cruises, the apprentices were transferred to a cruising ship of war. At this time they were advanced to apprentice second class. Pay was \$10.00 per month.

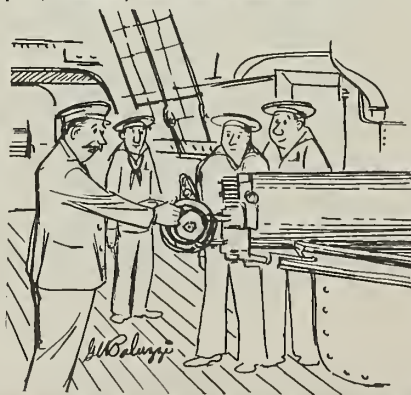
Aboard the cruising ship their duties continued to include considerable training. After one year's service, they were advanced to apprentice first class. Monthly pay—\$11.00.

Apprentices first class had a grade equal to that of seaman first class; the second class grade was equal to that of seaman second class, or ordinary seaman; and an apprentice third class was equal to that of seaman third class, or landsman. As a group these were the "apprentice boys." (There was also a rating of "boy" in the Navy of the old days.)

In view of the difficult entrance requirements, the low pay, and the varied duty they were subjected to, the question may be asked, "Why would a youngster want to become an apprentice?"

One of the reasons is that they received what was a pretty good education for the time. Grammar, history, geography and mathematics were some of the subjects offered during their apprenticeship days. At the same time they received systematic instruction in seamanship.

The apprentice training system ended in December 1904 when it became merged with the landsman training system of that time. The main emphasis shifted to basic training ashore, with a three months' course of instruction at one of the Navy's three training stations. These were at Newport, Norfolk, and San Francisco.



## Policy and Regulations on Voluntary Retirement of Officers with 20 Years' Duty

If you're a Navy or Marine Corps officer and have been thinking about voluntary retirement, the chances are good that your request will be approved if you have completed 20 or more years' active duty and meet the conditions outlined in a recent directive by SecNav.

Although voluntary retirement requests will be considered on a basis of the over-all needs of the service and the merits of the individual case, favorable consideration will normally be given to officers who fall into one or more of the following categories:

- Officers, other than flag and general, with 30 years' active service.
- Flag and general officers with 30 years' active service and at least five years' service as a flag or general officer.
- Captains and colonels with at least four years' service in grade.
- Officers who have twice failed selection for promotion.
- Officers having hardship of a compassionate or unusual financial nature where retirement would definitely alleviate serious personal problems.
- Officers who are limited in assignment qualifications (for instance, those who are over age in grade, or whose health has deteriorated).

Requests by officers who do not fall into the above categories will also be given consideration. Both commissioned and warrant officers can apply.

Voluntary retirement requests should not be contingent on other administrative procedures and must be submitted at least three months in advance of the desired retirement date to allow sufficient time for processing.

In approving requests, an effective date later than the one requested may be specified by SecNav in order to provide time for orderly relief, or in some cases, completion of the current duty tour.

Requests should be addressed to the Secretary of the Navy and forwarded via the chain of command and the Chief of Naval Personnel, or Commandant, U. S. Marine Corps, as applicable.

SecNav Inst. 1811.3B lists the voluntary retirement policy.



# Suggestions for the Navy Family Assigned to Duty in Greece

**S**OONER OR LATER you'll probably pull an overseas duty station. The chances are very good that you'll never see Greece, but our description of living conditions in that country may give you an idea of what may be encountered—with variations—in almost any area of Southern Europe.

You will need a valid passport with entry visa. Greek law requires that each person carry a Greek Government identification card at all times. Application for identity cards may be made upon arrival. Be sure that you and your family comply with all Greek and U.S. regulations regarding police pass and consul registration.

When advance information concerning expected time of arrival is known, you will be met by a representative of JUSMAGG (Joint U.S. Military Aid Group to Greece), normally the person whom you are scheduled to relieve. It is your responsibility to make every effort to inform JUSMAGG in advance of your arrival time. If no early notification can be made, contact the JUSMAGG Duty Officer on arrival and he will arrange for necessary transportation.

JUSMAGG consists of a headquarters section in addition to Army, Navy and Air Force sections.

**Dependents Travel** — Your dependents will be notified and advised regarding baggage allowances, passports, immunizations, etc., through regular channels. They may travel by military sea transportation or military aircraft as determined by the Department of the Navy. As a rule, air passengers leave from McGuire Air Force Base, N.J., and ship passage is from NYPOE, New York.

There are no special arrangements necessary for shipping and packing. Baggage should be marked with: *Name, rank or rate, serial number, branch of service, USNSG, American Mission, Athens, Greece.* There are no local restrictions on size or weight of cartons. The motor, serial numbers, make and year of your car should be forwarded to the Shipping and Customs Sub-Unit, Embassy Administration Services, APO 223, New York, N.Y., at the time the car is shipped. JUSMAGG has limited

facilities for temporary storage of personal and household effects. Clearance through customs usually requires about five to seven days.

Consult the nearest Naval Shipping Officer concerning the shipment of your household goods and automobiles.

**Climate**—The climate of Athens is generally very agreeable. The temperature ranges from 25 degrees above zero in the winter to 100 degrees above in the summer. Winter includes December, January, February and March, with an average temperature of about 40 degrees (F). Spring, consisting of April and May, has weather similar to that in Washington, D.C., during the same period. The average temperature for the summer, June through September, is about 90 degrees (F). The summer evenings are usually cool and pleasant. The humidity rarely exceeds 60 per cent and on the average is about 40 per cent. The fall months, October and November, are similar to the New England weather in September and October.

**Housing and Furnishings**—The deluxe hotels in downtown Athens are expensive. A single room with bath, continental breakfast included, is currently the drachma equivalent to \$5.50, a double room with bath

is \$9.00. Suburban hotels, with breakfast, cost about \$3.00 for single rooms and \$6.00 for double, with bath. Meals in downtown hotels cost about \$.50 for breakfast, \$1.00 to \$1.50 for lunch and \$1.50 to \$2.00 for dinner. These prices are slightly less in the suburban hotels. The Mission will make reservations upon notice of your expected arrival date.

The furnished houses and apartments have the bare essentials in furniture by American standards, but they do not have an adequate supply of linens, blankets, pillow slips, end tables, lamps, silver and card tables. Therefore, if you are considering a furnished house or apartment, bring a supply of these items. Refrigerators are seldom included in furnished houses and apartments. Adequately furnished places are scarce and expensive.

All necessary furniture can be obtained in Athens but good quality furniture is very expensive. Beds and mattresses may not be as comfortable as your own.

**Private Housing in General** — Furnished and unfurnished private houses are available in the suburbs and are suitable for most family requirements. Furnished and unfurnished apartments are available in downtown Athens but there are very few houses. Boarding houses are seldom obtainable.

Assistance in house-hunting is available through headquarters. Transportation for house-hunting in advance of arrival of your automobile will be furnished.

All houses use electricity for light. Since the electric current sometimes fails, a supply of candles or other independent light equipment is useful.

Centrally heated houses use oil, coal or coke for heating. Oil is 16-2/3 cents per imperial gallon, coal \$41 a ton for anthracite and \$39.60 for coke.

An electric stove is the principal means of cooking. However, if you have a gas stove, bottle gas is available and costs considerably less than electricity. If you bring a gas stove have it converted to burn bottle gas. Locally made stoves are available, but use a great amount of electricity.

An electric or kerosene refrigerator

**All-Navy Cartoon Contest**  
H. L. Funston, BT2, USN



"Sure I can read. Why?"

tor is a necessity. American made refrigerators are available in Athens but they cost about three times the Stateside price.

A deep freeze is not a necessity but is very useful and convenient.

With the marble floors, a floor waxer or polisher is very useful.

If you bring any wool or cotton rugs, a vacuum sweeper is a necessity.

The electricity in Greece is 220 volt, 3 phase, 50 cycle, A.C. If you have an electric stove or refrigerator, arrangements can be made through General Services Section, EAS, for a special T-3 rate which will greatly reduce your monthly bills—but it will still be expensive.

If you bring 110-volt equipment, stepdown transformers are essential. Transformers are available in the local AFEX or from personnel completing their tours.

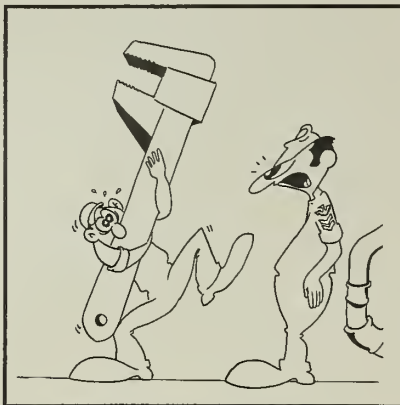
Electric mixers, toasters, irons, grills and other useful kitchen appliances may be used with transformers. Normally these appliances are available in the local AFEX. Washing machines (wringer type), refrigerators, electric stoves and deep freezers are sometimes available in the local AFEX, either directly from the store or by special order. A waiting period of four to six months is necessary on a special order of this type.

Your radio should be 220 volt A.C. or equipped with a transformer. Reasonable repairs for radios are available. If you bring a record player it will have to be equipped for 50-cycle operations. This conversion is available in Athens.

**Domestic Help**—The average family in Athens has a general maid, who cleans the house, washes dishes, helps with the children and does the washing and ironing. The average salary is \$25 to \$40 a month, plus a one-month bonus, usually paid half at Christmas and half at Easter. In addition, the average servant expects to live in and be given full board and room, uniforms, some off-duty clothing and medical care.

**Clothing**—The prescribed service uniform or appropriate civilian dress is worn by service personnel during duty hours. It is advisable to bring sufficient clothing to last your tour. Summer uniform is usually worn from 15 April to mid-October. The

**All-Navy Cartoon Contest**  
Alfred B. Castro, SK3, USN



"Is that the smallest wrench you could find?"

appropriate uniform is prescribed for official formal functions.

Civilian clothes are required of military personnel when off duty. They may be purchased in Athens but they are high. English woolen materials are available through the Air Force Exchange at reasonable prices. Tailoring services are available at reasonable prices but the quality of the work may be of a lower standard. A limited range of men's clothing is carried in the Air Force Exchange. Either the uniform or civilian formal dress is acceptable for unofficial formal social affairs. Clothing should be similar to that worn in the Washington, D.C., area.

**Women's clothing:** In the winter, most of the homes are inadequately heated, therefore, clothing should be warm. The dresses worn by the women during the day and evening are similar to those worn at home in the States. Woolen socks, sweaters, skirts and sport shirts as well as a warm dressing gown and house slippers are recommended for comfortable relaxing at home.

The summers are hot and long, therefore, a supply of lightweight clothing is essential. Cottons and washable silks are popular and most useful.

Some lingerie may be obtained at times in the AFEX but the selection is limited.

**Children's clothing:** Clothing for children is obtainable in Athens but it is not of the type and quality found on the American markets. The majority of the Americans stationed

in Athens bring and order many items of children's wear from the States. The AFEX will occasionally feature such items as overalls, dungarees, diapers, shoes and other clothing which serve to supplement the child's wardrobe. You are advised to bring a minimum of six months' supply of clothing for your children. Upon arrival, you can decide for yourself which items to purchase locally and which to order from the States.

If the baby is crawling around in the winter, it is recommended that an adequate supply of warm overalls and sweaters be included because many homes have marble floors.

**Shoes:** Shoes for all your family should be brought and arrangements made for a continuous supply from the States. Local shoes for children do not wear well and the soles are too slippery for infants who are learning to walk. Closed toes and heels are advisable in the winter because of the cold. Greek shoes for adults cost between \$15 and \$20; they are handmade, of fair quality in leather and workmanship, but generally not as comfortable as shoes made in this country. You may find them hard to get used to. Summer sandals and slippers found in Athens suit the taste of Americans, however, and they are usually in broad widths. Shoe repair facilities are of reasonable quality.

Women can supplement their wardrobes with attractive Grecian embroidered blouses and hand woven cotton and woolen skirts. Silver jewelry is attractive and reasonable. Leather belts and handbags, made locally, are attractive and reasonable. Yarns for knitting are plentiful and inexpensive.

Ready-made clothing is scarce in Athens but dresses, gowns and suits can be made to order at fairly reasonable cost. Dressmaking ranges from the seamstress to the couturiere. A wide variety of materials at reasonable prices are available but cottons are somewhat higher than they are in the States. A well made suit of English material would cost from \$50 to \$70.

Laundries and typical American-style laundromats are in operation. However, they are limited in number, but laundresses are available. Dry cleaning service is, in the main,



adequate, but occasional shrinkage must be expected.

**Food Supplies**—The primary source of foodstuffs is the U.S. Air Force Commissary which is comparable in most respects to a small neighborhood supermarket in the States. The facilities of the commissary are available to all American members of the Mission and their dependents.

The local market provides every essential food. All familiar meats are available and of good standard; three or four days' aging is recommended because of the freshness. Pork is the only meat item which can be classed as doubtful because of trichinosis. Fresh fish is excellent.

**Medical Care and Health Control**—Local laws covering the storage and sale of food are not rigidly enforced. Food handlers are not required to be physically examined, and refrigeration of meat and other perishable foods is not always satisfactory. However, restaurants are well patronized by service personnel and the majority of them purchase some of their food, including meats, on the local market.

A sensible and highly recommended precaution is to disinfect fresh fruits and vegetables that are purchased at the market. Care should be taken to keep personal immunizations current. The major communicable diseases are dysentery (amoebic and bacillary), infectious hepatitis and tuberculosis. Other illnesses are typhoid and paratyphoid, trachoma and poliomyelitis. Visitors are most susceptible to intestinal disturbances.

The United States Air Force operates a dispensary, dental clinic and small hospital some 10 miles from Athens. The dispensary offers only routine medical care, issuance of medicines, immunization facilities, basic physiotherapy treatment, advice on sanitation, preventive medicine and emergency service. The dispensary does not have facilities for specialized treatment. Wives are given pre-natal care at the dispensary and confinement is usually in the U.S. Air Force Hospital, Wheelus Field, Tripoli, Libya. Under provisions of the Medicare Act expectant mothers have the option of seeking prenatal care and confinement treatment through civilian doctors.

Dental care is limited. Emergency

dental work is available, and routine care is provided for all personnel and dependents.

Optical and ophthalmological work should be completed in the U.S., whenever possible. Optical prescriptions can be filled in Athens. If you wear glasses, it is recommended that you bring an extra pair as well as an up-to-date prescription for lenses and frames.

Pharmaceutical supplies and medications are available in Athens. Medications prescribed by the Dispensary doctors are furnished free of charge.

**Education**—An association known as the American Community School Board has assumed responsibility for cooperative management of schooling for mission children. Tuition, paid for from government funds, is currently \$315 per school year. School buses are run by the school. The school operates from kindergarten through twelfth grade level. Some American young people of junior college age attend Pierce College (for girls) or Athens College (for boys). Many attend the University of Maryland Extension at Munich. For college students attending school outside the Athens area (provided they are legal dependents under the age of 21) one round trip from Greece to the location of the school is provided each year. For

those attending school in the United States transportation is ended at the point of entry into the United States.

**Churches**—Most of the local population is Greek Orthodox. For American residents, services are conducted regularly in Protestant, Catholic and Jewish faiths. An inter-denominational Protestant church, privately supported, is active in the community. The Church of England maintains a church in Athens. Christian Science services are conducted twice weekly in Greek and in English.

**Recreation**—The social life is quite similar to that found in any fairly large American city. You may participate actively or sparingly. Most entertainment is done through private parties. Service families associate freely with the local populace. The visitor who fails to make friends among the local inhabitants misses a great deal of the pleasure of living in Greece.

**Clubs**: The American Club in Kifissia, one of the suburbs of Athens, is sponsored and financed by private membership. It provides dining and grill rooms, cocktail lounge, bar, weekly dances, movies, bingo and other entertainment. There is a small swimming pool. Membership is inexpensive; it is open to all Americans.

There is a camera club among the mission members. Not all sizes in films are sold at the Post Exchange. The scenery around Greece presents excellent photographic possibilities.

Spectator sports consist of horse races, track meets, soccer games, basketball and tennis matches.

There is a fair nine-hole golf course about 15 miles from Athens, open the year round. Greens fees are \$1.25 for 18 holes.

There are numerous beaches near Athens which are reached easily by automobile. The water is clear and refreshing; there is no surf.

There are excellent tennis clubs available at very reasonable membership fees. The tennis clubs will allow only regulation white tennis dress on the courts. It is necessary for men to have white shorts and T-shirts and for the women to have white tennis dresses or white shorts and shirts.

Spear fishing and rod and reel angling are popular in the sea around Athens. During the season,

All-Navy Cartoon Contest  
Charley Wise, HM1, USN



"Chief Jones was right... You do have two left feet."

hunting for duck, geese, quail, dove and rabbits is reasonably good. Excellent trout fishing is available in the mountain streams near Athens and in northern Greece.

It is not considered good taste for women to wear shorts or slacks on the streets or in the Air Force Exchange facilities.

Various continental and Greek films are shown, as well as many recent American releases. Movie houses are closed in summer and all films during these months are shown at outdoor theatres. This provides a very pleasant form of recreation.

During the summer, symphonies and special concerts are given in the old Roman Herodus Atticus Theatre, an outdoor arena. The winter concert season begins in October and continues until June during which time many fine symphonies, special concerts and lectures are presented.

There are many night clubs that serve dinners; all of these clubs have music, dancing and floor shows.

Including hotel dining rooms and restaurants, there are several good places with a reasonable variety of food. The American Club specializes in American-style dinners costing from \$1.00 to \$1.50. An average dinner in the Greek restaurants, including local wine, will cost about \$1.50 to \$2.00. The better class taverns provide a pleasant evening out; the food is in Greek or European style in good quality and variety at reasonable cost.

**Automobiles**—You will find a car of great value. You should make sure it's in good operating condition before leaving the States. Traffic in Greece is on the right.

All makes of cars can be serviced in Athens and spare parts are available. Such innovations as power-steering and power-brakes, as well as the automatic drive, are not too well known in Greece, hence, maintenance in those cases may present problems in all but the larger garages. The upkeep of a car is slightly less than in the U.S. Registration of a private automobile is made for 20 drachmas (\$.67), upon presentation of a valid international driver's license. The required license is easily obtained in Athens, and costs 50 drachmas (\$1.67). A valid Stateside license (from any state) is required.

Local insurance companies are reliable and good. Claims are settled

### SeaBees in Training for Mobile Recovery Task Force

The Seabees—as part of the Mobile Recovery Task Force program—may take on a new peacetime assignment that could gain them and the nation world-wide acclaim. (See Jan 61 issue, p. 14)

The Chief of Naval Operations has expressed considerable interest in the possibility that Seabee Task Forces could be rushed anywhere at any time to perform rescue, demolition, fire fighting, decontamination and repair work not only after nuclear disasters, but also after such natural catastrophes as the recent earthquakes and tidal waves in Chile.

If studies now being made prove it practical, the Seabees and their equipment might even be airlifted to sites of mass destruction so they can begin performing their humanitarian services within the shortest possible time after disaster strikes.

promptly. A minimum of insurance on mission automobiles is required. The insurance may be purchased through Greek companies. The minimum rate will be approximately \$120 a year. Only one car per family may be imported into Greece without special authorization.

Gasoline and oil may be purchased tax-free through a coupon system operated by the Mission. Gas now costs about 25 cents per imperial gallon (1.1 U.S. gallon). Oil costs about 45 cents per quart.

**Local Transportation**—The military mission-operated bus system provides transportation at no cost to and from work. During the non-rush hours, the Greek bus system provides adequate and cheap local transportation. There is an electric train connecting Athens with Kifissia to the North and Piraeus to the South. Taxis are plentiful and rates are reasonable within the city; suburban runs are more expensive than in many areas of the U.S., averaging about 32 cents a mile.

Local or nearby trips are normally taken by automobile. The local steamers take passengers to the famous Greek islands. Athens is a mainline airline stop, consequently,

air travel facilities are readily available. Piraeus, the port of Athens, is a major Mediterranean port of call, from Athens with the Orient Express to Belgrade and other European capitals. Railroad travel in Greece is not up to the American standard.

**Customs, Finances, Taxes**—All personnel of the American Mission and dependents are authorized free entry into Greece of all personal effects, food, supplies for personal consumption. This free entry privilege continues for the duration of their stay in Greece.

There is no customs duty levied on articles imported for your personal use. However, should any item be sold within Greece to a person not having free entry privilege, duty must be paid.

You are not subject to any Greek taxation on your earnings.

**Currency Regulations:** The unit of currency is the drachma. The local use within Greece of any currency other than drachmas is illegal. However, you are authorized to use dollars at the APO, AFEX, snack bar and Commissary. There is no limitation on the amount of dollars and traveler's checks which you may take into Greece.

The proper mailing address of all persons attached to the Navy Section, JUSMAGG is:

(name) (rank/rate), (service number)

U.S. Navy Section, JUSMAGG, APO 223, New York, N. Y.

A telegram sent commercially will be delivered to the office if it is addressed as follows:

(name) (rank/rate), (service number)

U.S. Navy Section, JUSMAGG, Tameion Building  
9 Venizelou Street  
Athens, Greece

There are many books, both ancient and modern, which are of value in preparing for an assignment in Greece. You may find the following interesting: "Classical Landscape with Figures" by Lancaster, "It's Greek to Me" by Ethridge, "The Greeks" by Kitto, "Greek Dilemma" by McNeill, "Apple of Discord" by Woodhouse, "Greece and the West Today" by Alderfer, "Pocket Book of Greek Art" by Graven and "Modern Spoken Greek" by Pring. There are many others.



# Eligibility Rules for Five-Term College Training Program

IF YOU'RE an augmented or integrated naval officer of the line in the 1100 or 1300 categories, with a permanent rank of ensign through lieutenant commander, and you have been accepted into the Regular Navy since 1 Jan 1949, you may be able to qualify for college training at any of 34 U. S. colleges or universities, or at the General Line and Naval Science School, Monterey, Calif.

If you can meet the requirements, and are willing to obligate yourself for the necessary service, you could request such training under the Five-Term College Training Program, which is aimed at providing educational opportunities up to the baccalaureate level for every eligible augmented or integrated USN officer.

To be eligible for enrollment in the program, you must be accepted by an NROTC University, the George Washington University, or the General Line and Naval Science School, with an advanced standing of 45 semester hours or the equivalent quarter hours. (Thirty semester hours or 45 quarter hours are normally considered to be the equivalent of one year of college work.)

Since colleges differ in the required courses of study for admission with advanced standing, you should ascertain and follow the requirements for the specific university you are interested in attending. Article D2103 of the *BuPers Manual* contains extensive information on procedures to follow in seeking civilian accreditation of in-service educational experience. Your I & E officer will also be able to give you detailed information on such matters.

In general, however, acceptable credit hours can be earned through the following means:

- College courses at accredited institutions. You may take advantage of the Tuition Aid Program (explained in detail in BuPers Inst. 1560.10B) to earn residence credits at nominal expense to yourself.

- USAFI college level courses and tests, including the USAFI college level GED tests administered through your I & E office. The civilian form of the college level GED tests is also given by some NROTC universities. It should be noted, however, that a majority of colleges and universities

have discontinued granting credit for such tests.

- Correspondence courses offered by colleges and universities that participate with USAFI.

- Formal Navy service school training programs. Most institutions will award a maximum of about 30 semester hours for in-service training. The remaining 15 (or thereabouts) hours must be earned through attendance at an accredited university or by completing correspondence courses.

You are ineligible for the program if: You were commissioned in the Regular Navy earlier than 1 Jan 1949; you are a commander; you have attended a post-graduate course of one academic year or longer (with the exception of the General Line course and the Naval Intelligence course); you are more than 40 years old; you have failed selection in your present grade; you have previously attended school under the Five-Term Program; or if you maintained less than a "C" average in all previous college work and/or the General Line course.

If you are enrolled in the Five-Term Program you will be required to carry a minimum of 15 credit hours of study per term, except during the summer sessions when the maximum number of hours offered must be carried. Unless you are enrolled in the Bachelor of Arts Program at Monterey, you must have completed, or plan to include—mathe-

matics through differential and integral calculus; a minimum of six semester hours in college level physics; a minimum of six semester hours of English; and a minimum of three semester hours in public speaking.

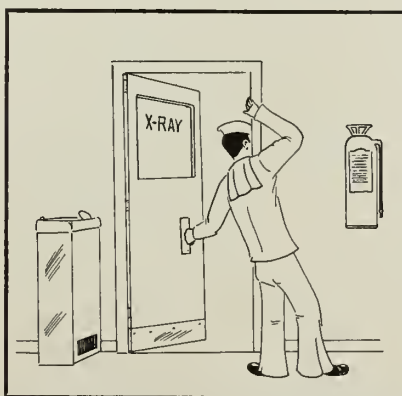
(The increased mathematics and science course requirements listed above will not be mandatory if your application was on file with the Chief of Naval Personnel by 30 Jun 1957. In that case the mathematics requirement would still be mathematics through solid geometry and trigonometry.)

Subject to the approval of academic authorities concerned, you may select any major field of study leading to a baccalaureate *except* premedical, prepharmacy, premedical, pretheology, law, music or art. Most engineering curricula, such as electrical and aeronautical engineering, are now of five-year duration, and in order to earn a degree in five semesters you would need an advanced standing of 75 semester hours. However, an undesignated B.A. degree can usually be achieved in four years.

If you have a minimum of 45 semester hours or the equivalent quarter hours, and you desire to enroll in the program, you should submit a request for admission to the Chief of Naval Personnel (Attn: Pers-C222). Your request should include your date of birth; date of acceptance into the Regular Navy; official academic transcripts and records of qualifying work (including high school as well as college transcripts); a completed application for credit for in-service educational experiences (DD Form 295) in duplicate; a principal major field selection and an alternate major field selection; two choices of schools (a complete list of schools available can be found in Enclosure One to BuPers Inst. 1520.48C); state of legal residence; an agreement not to resign or request inactive duty during the curriculum; and an agreement to serve on active duty in the naval service one year for each half-year, or fraction thereof, of instruction received. You must agree to obligate yourself for such service over and above any obligation you incurred upon commissioning.

The Chief of Naval Personnel will send your academic transcripts and

All-Navy Cartoon Contest  
William V. Rockett, AM2, USN



"By the way, doc, how about a good 8 x 10 in color?"

records of qualifying work to the professor of naval science at a university for a determination of advance credit and acceptance by the university. The Chief of Naval Personnel will be notified if you are tentatively accepted for future enrollment with an advanced standing of 45 semester hours (or equivalent quarter hours) which can be applied toward a degree.

If you are accepted, and if a baccalaureate can be obtained within five semesters or seven quarters, you will be placed on an eligibility list maintained by the Chief of Naval Personnel. If, however, you are turned down by two universities, all transcripts and records will be returned to you with the suggestion that you enroll in additional courses in order to become eligible for the program. When working toward establishment of eligibility, you should consider enrolling in college courses in the following order of priority: algebra; trigonometry; physics; history (U.S., European or World); and English (composition or literature.)

As an applicant for the Five-Term Program you will also be considered for the General Line and Naval Science School at Monterey, Calif. This school provides instruction leading to a bachelor of science degree, undesignated, or to a bachelor of arts degree in political science. The curriculum of the B.S./B.A. Program includes those courses in the General Line course (listed in BuPers Inst. 1520.43) and, in addition, offers a sufficient number of courses in the scientific-engineering and social-humanistic areas to support a fully accredited baccalaureate.

If you have previously completed the General Line course, you are now eligible for consideration for the B.S./B.A. Program. If you have previously applied for the Five-Term Program and have not been considered for the B. S. Program, you need not reapply—you will automatically be considered for the B.S./B.A. Program. If you were not considered for the B. S. Program because you did not possess the requisite mathematics background, you will be automatically considered for the B.A. Program.

Once your eligibility has been established, you will be considered for the program by a selection board whenever it is determined that you can be available for such assignment.

This will normally occur after completion of a tour of sea duty. If you are an aviation officer you must enroll at an institution which is located within 100 miles of a naval air station. This is to aid you to maintain your flight proficiency.

## NOW HERE'S THIS

### Polaris-ese

If you should run into a Polaris expert, and he asks you if you've seen the JAM about the latest SPALT at NWIRP, he's not just pulling your leg. And if he tells you that you can get more OD for a SDAP by using AIM, he knows what he's talking about.

You would too, if you were hep to "Polaris-ese," a sort of verbal and written shorthand the Special Projects Office people—and the engineers, scientists and technicians working on the highly-accelerated Polaris program—have developed to help speed up and simplify communications.

If you had been equipped with a Polaris-ese dictionary when you read that first paragraph, you'd know that a JAM is a Job Assignment Memo, a SPALT is a Special Projects Alteration, and NWIRP is the Naval Weapons Industrial Reserve Plant at Sunnyvale, Calif. You could have looked further too, and found out that OD is just a shortened form of Ordnance Data, that SDAP stands for Systems Development Analysis Program, and that an AIM is an Active Inert Missile.

There are lots more—and familiarity with Polaris-ese might someday keep you from leaping to a hasty conclusion. When a couple of Polaris experts bandy around such words as PIVOTS and DIVOTS, for example, they're not discussing their golf games. Those are code names for test programs on rocket motors. And if you were to assume that LEG-men were Fleet Ballistics Missile cheesecake specialists, you'd be wrong again. They're really a Logistics Evaluation Group.



## List of New Movies and TV Series Available to Ships and Overseas Stations

Four TV series have recently been made available to ships through the Navy Motion Picture Service. Two of these one-hour TV shows will be packaged together for a 108-minute program. Commercials have been deleted. However, these TV programs may be shown aboard ship only. They are not to be exhibited at shore stations. Below, you will find a listing of movies and TV programs made available in February.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

### Motion Pictures

*Desire in the Dust* (1667) (WS): Drama; Raymond Burr, Martha Hyer.

*Jazz Boat* (1668) (WC): Musical Comedy; Anthony Newley, Anne Aubrey.

*It Started in Naples* (1669) (C): Comedy; Clark Gable, Sophia Loren.

*Girl of the Night* (1670): Drama; Anne Francis, Lloyd Nolan.

*Magnificent Seven* (1671) (C) (WS): Western Drama; Yul Brynner, Steve McQueen.

*Hell is a City* (1672) (C) (WS): Melodrama; Stanley Baker, John Crawford.

*The Great Impostor* (1673): Comedy Drama; Tony Curtis, Edmond O'Brien.

*The Shakedown* (1674): Melodrama; Terence Morgan, Hazel Court.

*High Time* (1675) (C) (WS): Comedy; Bing Crosby, Tuesday Weld.

*Walk Tall* (1676) (WS): Western; Willard Parker, Joyce Meadows.

*The Captain's Table* (1677) (C): Comedy; John Gregson, Peggy Cummins.

*Breath of Scandal* (1678) (C): Comedy; Sophia Loren, Maurice Chevalier.

*Jungle Cat* (1679) (C): Nature Study; Walt Disney True Life Adventure.

*The Police Dog Story* (1680): Melodrama; James Brown, Mary Anders.

*Five Guns to Tombstone* (1681): Western; James Brown, John Wilder.

*G. I. Blues* (1682) (C): Comedy; Elvis Presley, Juliet Prowse.



## Television Programs

- 5040 TV-1 (Series) *Riverboat* — Post Civil War Drama; (Episode) The Fight Back.  
TV-2 (Series) *Wagon Train* — Western; (Episode) The Jesse Cowan Story.
- 5041 TV-1 (Series) *Riverboat* — Post Civil War Drama; (Episode) Face of Courage.  
TV-2 (Series) *Wagon Train* — Western; (Episode) The Dan Hogan Story.
- 5042 TV-1 (Series) *The Untouchables* Underworld Drama; (Episode) Portrait of a Thief.  
TV-2 (Series) *Overland Trail* — Western; (Episode) Lawyer in Petticoats.
- 5043 TV-1 (Series) *The Untouchables* Underworld Drama; (Episode) Underworld Bank.  
TV-2 (Series) *Overland Trail* — Western; (Episode) Westbound Stage.
- 5044 TV-1 (Series) *Wagon Train* — Western; (Episode) Man Called Horse.  
TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) Hang the Man High.
- 5045 TV-1 (Series) *Wagon Train* — Western; (Episode) The Cassie Tanner Story.  
TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) The Sellout.
- 5046 TV-1 (Series) *Bonanza*—Western; (Episode) Enter Mark Twain.  
TV-2 (Series) *The Untouchables* —Underworld Drama; (Episode) Little Egypt.
- 5047 TV-1 (Series) *Bonanza*—Western; (Episode) The Last Hunt.  
TV-2 (Series) *The Untouchables* Underworld Drama; (Episode) The Doreen Maney Story.
- 5048 TV-1 (Series) *Wagon Train* — Western; (Episode) The Beauty Jamieson Story.  
TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) Fort Epitaph.
- 5049 TV-1 (Series) *Wagon Train* — Western; (Episode) The Luke O'Malley Story.  
TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) Fight at New Canal.
- 5050 TV-1 (Series) *Bonanza*—Western; (Episode) San Francisco Holiday.  
TV-2 (Series) *The Untouchables* Underworld Drama; (Episode) Frank Nitti Story.
- 5051 TV-1 (Series) *Bonanza*—Western; (Episode) Saga of Annie O'Toole.  
TV-2 (Series) *The Untouchables* Underworld Drama; (Episode) Head of Fire, Feet of Clay.
- 5052 TV-1 (Series) *Wagon Train* —

Western; (Episode) Sakae Ito Story.

- TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) Night of the Faceless Man.
- 5053 TV-1 (Series) *Wagon Train* — Western; (Episode) The Annie MacGreggor Story.  
TV-2 (Series) *Riverboat* — Post Civil War Drama; (Episode) The Man and the Trunk.
- 5054 TV-1 (Series) *Bonanza*—Western; (Episode) Dark Star.  
TV-2 (Series) *The Untouchables* —Underworld Drama; (Episode) Nicky.
- 5055 TV-1 (Series) *Bonanza*—Western; (Episode) Bitter Water.  
TV-2 (Series) *The Untouchables* —Underworld Drama; (Episode) The Rusty Heller Story.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

This listing covers the directives from 1 January to press time.

### Alnavs

No. 1—Directed that certain drugs be suspended from issue and use.

No. 2—Directed that certain foodstuffs be suspended from issue and use.

No. 3—Contained farewell message of former Secretary of the Navy, William B. Franke.

No. 4—Expressed greetings of present Secretary of the Navy, John B. Connally, Jr.

No. 5—Referred to additional exceptions to the prohibition contained in Alnav 49, which described the types of goods non-appropriated fund activities may purchase.

No. 6—Contained a report of food contamination.

No. 7—Cancelled a number of references and changes in directives

pertaining to authorization for dependents at overseas locations, and stated that other means would be found to stem the dollar outflow.

No. 8—Contained a report of food contamination.

No. 9—Suspended issue of a quantity of typhus vaccine.

### Instructions

No. 1070.15 — Issues instructions for the preparation, maintenance, and disposition of the History of Assignments page (NavPers 601-5).

No. 1120.33 — Invites applications of USN and USNR line officers for designation for Engineering Duty, Aeronautical Engineering Duty or Special Duty.

No. 1331.2C — Requests applications from junior officers, including Waves, who wish assignment to the Naval Security Group for a tour of duty.

No. 1571.16A — Describes the re-employment rights granted Naval Reservists.

### Notices

No. 1414 (5 January) — Announced the reinsertion of stenographic requirements in the Yeoman rating for pay grades E-6 and E-7.

No. 1900 (12 January) — Furnished a listing of regulations for ready reference incident to administrative discharges for cause.

No. 1531 (23 January) — Requested nomination of candidates for assignment to the U.S. Naval Preparatory School, Bainbridge, Md.

No. 1520 (27 January) — Announced, by date of rank, those individuals who are eligible to apply for the Submarine School class convening in October at the Submarine School, New London, Conn.

No. 1320 (2 February) — Called attention of all order-issuing authorities to the policy regarding issuance of TAD orders to be performed in the vicinity of the recipient's permanent duty station.

No. 1120 (9 February) — Announced the selection of personnel for temporary appointment in the grade of lieutenant (junior grade) for limited duty only.

No. 1120 (20 February) — Announced the selection of applicants for training leading to a permanent commission as ensign in the Regular Navy and for temporary appointment to Ensign, LDO.

# NORFOLK

## and the fifth naval district

**ALL HANDS SPECIAL REPORT**

**W**ITHOUT A SHORE ESTABLISHMENT, a Navy ship would be much like a car without a service station—it could operate until it ran out of fuel or its mechanism failed, and then it would be just so much metal.

To keep its ships on the road, the Navy has established a system of naval districts which serve the same purpose as the service stations. At present there are 15 of these districts, covering the continental United States, Hawaii, the Canal Zone, Alaska and the Aleutians.

The Fifth Naval District, with its headquarters at the U.S. Naval Station Norfolk, Va., serves as an excellent example of the importance of the naval district in keeping ships at sea.

All the shore establishments in the area, which includes Virginia, West Virginia, Kentucky and parts of Maryland and North Carolina, are controlled from the headquarters of the District Commandant, whose re-

sponsibilities include everything from legal matters to the 600-foot radio telescope which is being built near Sugar Grove, W. Va.

ComFive, like the commandant of each naval district, is responsible for the defense of his district, public relations, control of Naval Reserve matters, communications, public works and transportation. He acts as representative of the Secretary of the Navy, the Chief of Naval Operations, and the various Navy bureaus.

**S**TRETCHED AROUND the Hampton Roads area is an enormous complex of military installations.

At the north end of the Norfolk Naval Station itself are piers big enough to accommodate the world's largest warships. And some of them are big.

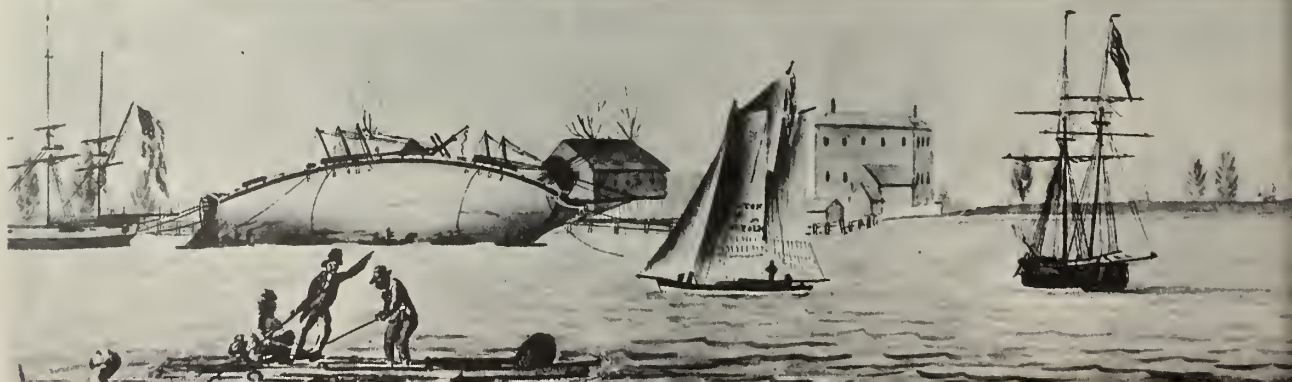
To the south of these piers are the Destroyer-Submarine piers, home of some 50 destroyers and 15 submarines.

Between lies the Norfolk Naval Supply Center, with 5800 civilian employees supplying the daily needs of the Fleet.

Nearby are the Norfolk Naval Air Station, the Armed

Adapted from the magazine section of "The Virginian-Pilot and The Portsmouth Star," Norfolk, Va., Sunday, 27 Nov 1960. Printed with permission of the publishers and copyright owners.

**IN THE BEGINNING** Norfolk Naval Shipyard was known as Gosport shipyard. Here's how it looked way back in 1795.





Forces Staff College, the headquarters of the Supreme Allied Commander, Atlantic, and the Commander in Chief, U. S. Atlantic Fleet.

Down the Elizabeth River lies the Norfolk Naval Shipyard in Portsmouth, and the Portsmouth Naval Hospital. Across Hampton Roads is one of the largest private shipbuilding companies in the country, builder of nuclear submarines and the nuclear powered aircraft carrier *USS Enterprise*.

Within a short distance are the Little Creek Naval Amphibious Base, the Naval Weapons Station at Yorktown, a degaussing station, ammunition and fuel depots, a harbor defense unit, and the Oceana Naval Air Station.

All of this adds up to quite a good sized—and busy—service station. Here are some of the details.

### Atlantic Fleet

Just off Hampton Boulevard in Norfolk, a few blocks from the Norfolk Naval Station, is a small group of red brick buildings surrounded by towering maple trees and neat green lawns. In this almost pastoral setting, critical military decisions are made daily by the staff and Commander of the U. S. Atlantic Fleet.

Over the peaked roof of one building flies the four-star flag of the commander of this Fleet, the highest ranking officer in Tidewater Virginia. He wears four hats—as Commander in Chief of the Atlantic Fleet, Commander in Chief of forces in the Atlantic area, Commander in Chief, Western Atlantic, and Supreme Allied Commander, Atlantic.

His NATO command, SACLANT, is the first international ocean command ever established on American soil. Its mission is maritime defense of the North Atlantic Treaty Organization.

On the NATO staff in Norfolk are 140 Allied officers from the 15 NATO countries.

The Atlantic Command is a joint military force, with Army, Navy and Air Force units spread from Iceland to the Azores and the Antilles, in the North and South Atlantic and in part of the Indian Ocean.

The Atlantic Fleet—the Navy element of the Atlantic Command—is composed of 450 ships, 150 aircraft squadrons and 175,000 men.

The Atlantic Command was established to carry out a threefold mission:

- To defend the United States against attack across the Atlantic and through the Caribbean Sea.
- To maintain the security of the Atlantic.
- To coordinate and support other commanders of unified commands.

More than 61 million persons live in the 17 nations that, with the United States, border the North Atlantic, all of them within reach of guided missile attack. Neutral-



NORFOLK INTERNATIONAL—NATO nations muster in front of their Norfolk headquarters for ceremonies.

ization of this threat is the responsibility of the Atlantic Command. Another of its missions is to protect the coastal and foreign shipping lanes of the area.

The Atlantic Fleet has four major jobs:

- Attack with both atomic and conventional weapons by fast carrier striking forces.
- Protection of the Atlantic sea lanes, including the destruction of enemy submarines and aircraft.
- Protection of the coastal area against submarine-launched missile attacks.
- Amphibious assault on overseas land objectives.

**F**OR ADMINISTRATIVE CONTROL, the Atlantic Fleet is divided into type forces, which include Naval Air Amphibious, Cruiser, Destroyer, Fleet Marine, Service and Submarine.

The operational control of the Fleet is split into various fleet, force, functional and area commands. These include the U. S. Second Fleet, Antisubmarine Defense Force, Eastern Sea Frontier, Caribbean Sea Frontier, Training Command, Operational Test and Evaluation Force, South Atlantic Defense Force and Support Forces, Antarctica.

The Atlantic Fleet has various type commands organized into the Second Fleet. The Second Fleet is a fast mobile force including carriers and aircraft capable of delivering nuclear bombs.

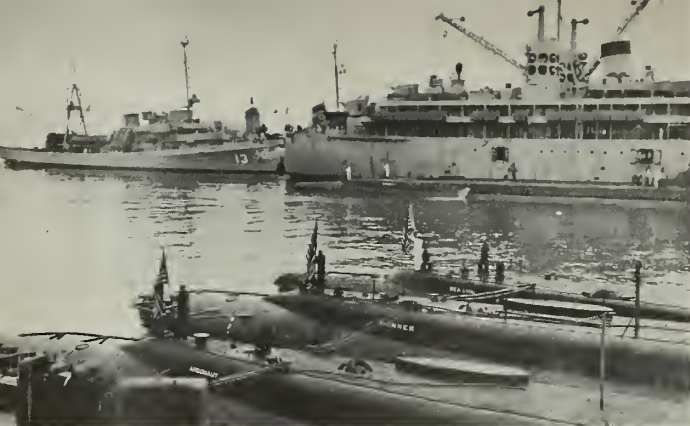
The Amphibious Force can land assault troops and supplies on an enemy-held shore with speed and precision.

The Fleet Marine Force, which trains extensively with the Amphibious Force, is expert in beach assaults.

The major defensive element of the Atlantic Fleet is the Antisubmarine Defense Force. Formed in 1957, this force was assigned the defense of the East Coast from attack across the Atlantic. It consists of three antisubmarine carrier groups, an Atlantic Barrier of radar ships and

**SOME CHANGE**—Today's busy and complex shipyard is quite a comparison to careening ground started in 1767.





**HARBOR SCENE**—Subs with Norfolk home, tender, and service craft of Atlantic Fleet get set for night routines.

aircraft, destroyers, submarines, patrol craft and anti-submarine air squadrons.

Assigned to the Atlantic Fleet are the nuclear submarines USS *Nautilus*, SS(N) 571, *Skate*, SS(N) 578, *Sea-dragon*, SS(N) 584, *Triton*, SSR(N) 586—which this year sailed around the world submerged—and *Tullibee*, SS(N) 597.

Other less spectacular additions to the Fleet's arsenal include minesweepers with non-magnetic hulls and the aircraft carrier USS *Boxer* (LPH-4), whose mission is to launch helicopter-borne Marines to an assault.

### Second Fleet

The Second Fleet could very well take "Any place, any time" as its motto.

A combination of all types of naval power in one package, it ranges the seas from the West Indies to the Baltic, from Hampton Roads to Gibraltar.

When deployed at maximum strength, it is the most powerful Fleet ever assigned to control the Atlantic. Its composition allows it to undertake any kind of sea warfare. Its weapons range from the M-14 rifles of its Marines to guided missiles and nuclear submarines.

Based in Norfolk, its units fan out for thousands of miles over, under and on the Atlantic. Primarily an aircraft carrier strike force, it can also call on amphibious assault troops, antisubmarine warfare groups, sub-

**BIG GUNS**—Cruiser Force, U.S. Atlantic Fleet, that carries today's heaviest surface punch, is based at Norfolk.



marines and guided missile cruisers.

The brains of the Fleet travel with it aboard the command cruiser USS *Northampton* (CLC 1). *Northampton* is a floating mass of communications and electronic equipment—the headquarters from which the Fleet Commander keeps control of his armada. Aircraft carriers form the backbone of the Fleet.

The command is a double role. As the U.S. Second Fleet, it comes under Commander in Chief, U. S. Atlantic Fleet, and is charged with the protection of the United States' eastern flank.

But it is also a part of NATO's naval strength. The Commander of the Second Fleet carries the NATO appointment of Commander, Strike Fleet Atlantic.

### The Destroyers

Small but aggressive, the destroyers carry more men into combat than any other type of ship. In the Norfolk area, the largest command afloat consists of the ships of Destroyer Flotilla Four.

The flotilla has 44 destroyers, three tenders and one of a new class of super-destroyers—a frigate. Manning these ships are 800 officers and more than 15,000 enlisted men.

Destroyers are the most versatile ships of the Fleet. In their design, armor plate and the comfort of the crew are secondary considerations. Their purpose is fire-power, speed and maneuverability. They carry dual-purpose guns, torpedoes, depth charges, sonar and radar, for both attack and defense.

The destroyer's versatility has made it indispensable in every type of naval operation. It can attack surface ships with torpedoes or gunfire. It protects friendly ships from surface or submarine attack. Under air attack, it is a floating antiaircraft battery as it pours its flak from its tight pattern of guns. It is a radar station ranging wide to screen the Fleet it is protecting. It plays a big role in ASW.

In amphibious assaults it is used to bombard shore defenses and give close support to assaulting Marines or infantry. When aircraft are operating from a carrier, destroyers are nearby, ready for a quick rescue of any pilot whose plane goes down.

Every two years, each destroyer will spend seven months operating with naval forces in European or Middle Eastern waters.

When the destroyers start their 10-day trip across the Atlantic, both ships and crews have been brought to a high state of combat readiness by extended periods of training on this side of the ocean. Each carries a full load of supplies, spare parts and ammunition, ready for combat if necessary.

With the Sixth Fleet in the Mediterranean the destroyers are called upon to take part in carrier operations and antisubmarine warfare.

With the destroyers travel the destroyer tenders, floating factories capable of major repair work both above and below a destroyer's waterline. The tenders supply the destroyers with everything from ice cream to hot water in port, from movie shows to dentistry, print a newspaper for the flotilla and supply chaplains for religious services.

### Cruiser Force

For its heaviest surface punch, today's Navy looks to its cruisers.

Keeping pace with the rapid development of new



weapons systems, the cruiser has been adapted to carry guided missiles. Meanwhile, its 8-inch guns have inherited many of the heavy bombardment tasks of the battleship.

Commander, Cruiser Force, U. S. Atlantic Fleet, is based in Norfolk, as are two of his three divisions. Boston, Mass., is the home port of the third.

The Commander of the Cruiser Force flies his flag from the guided missile cruiser USS *Canberra* (CAG 2). From this ship he also has direct command of Cruiser Division Six, which includes the command ship *Northampton* and the guided missile cruiser USS *Springfield* (CLG 7).

Cruiser Division Two, also based in Norfolk, is made up of the heavy cruisers USS *Newport News* (CA 148), *Des Moines* (CA 134) and *Galveston* (CLG 3). *Galveston* was the first ship to be equipped with the *Talos* missile.

Cruiser Division Four, in Boston, has the guided missile cruiser USS *Boston* (CAG 1) and the conventional cruiser USS *Little Rock* (CLG 4).

The cruiser's versatility gives it tremendous power. The missiles allow it to fight the land-based air power of any potential enemy, and its heavy guns provide power for amphibious assaults and give the Fleet protection from surface attack.

Cruisers have provided the Navy with a fine weapon for diplomacy, too.

When an earthquake devastated Agadir, Morocco, USS *Newport News* arrived quickly with assistance that won many friends for the United States.

And the around-the-world cruise of USS *Canberra* took that ship to the port of Moji, Japan, Norfolk's sister city, to strengthen the bonds of friendship between the two cities.

### ServLant

No unit of the Atlantic Fleet is called upon to exercise more versatility than the Service Force, Atlantic Fleet. SERVLANT's most important job is to keep the Fleet supplied with food, fuel, ammunition and men to keep it operating at sea.

But SERVLANT is just as important to the enlisted man as it is to the admiral. It is his mailman, his movie distributor, the supplier of chaplains, the provider of recreational programs—in effect, an important morale builder.

Besides these services, SERVLANT provides hydrographic and oceanographic survey ships, tugs and tenders, salvage and repair ships, icebreakers, aviation fuel tankers, cable layers and floating drydocks.



**SERVICE TO THE FLEET**—ServLant performs many services to keep the Fleet fit. Here, moulders make a casting.

It also maintains two overseas naval stations, four battalions of Seabees and a Cargo Handling Battalion.

The force consists of about 2500 officers, 18,000 enlisted men, 1800 civilians and more than 100 ships.

The Service Force was created during World War II, when the rapid expansion of the Navy made it necessary to have all support duties organized in one command.

### Naval Supply Center

The Norfolk Naval Supply Center is another Navy facility that can call itself "the largest in the world."

It has to be. It is responsible for supply to the Atlantic Fleet, to all naval shore stations east of the Mississippi and to naval establishments all over the world.

The Center has 80 major storage buildings spread over 4107 acres of land. One of its buildings is the largest structure south of the Pentagon. Its inventory runs over half a billion dollars a year. Each day it issues some 13,600 different items with a value of nearly \$1.8 million. Its purchasing department spends \$16.5 million each year purchasing supplies from small businesses in the Norfolk-Portsmouth area.

Its effect on the local economy is tremendous, with many businesses virtually dependent on Naval Supply purchases in the area as well as nearly 5000 local families drawing wages which, in turn, are returned to local businesses and services.

The Supply Center was started in 1919, with five

**BEACH PARTY**—Center of Atlantic Fleet's amphibious striking power is the Little Creek Naval Amphibious Base.





**SOUTH POLE SERVICE**—Navy icebreaker *uss Glacier* (AGB 4) leaves Norfolk for Operation Deep Freeze.

storehouses on a few acres of land.

Now it has a huge facility beside the Elizabeth River, a nuclear weapons storage annex on the naval station and a bulk storage annex near Williamsburg.

### **Amphibious Forces**

Perhaps the most dramatic test of any kind of combat is the amphibious assault. Initial failure is total failure. There is never a chance to regroup and try again. However, in World War II and Korea it was turned into an art, requiring skill, imagination, dash, and the most precise teamwork. The island-hopping technique of the Pacific and the assaults in North Africa, Sicily, Salerno, Anzio and Normandy carried the war into the enemy's backyard.

Now, the preservation and polishing of amphibious warfare skills lie in the Amphibious Force, Atlantic. Working hand-in-glove with the Fleet Marine Force, Atlantic, it gives the Navy its most flexible combat force for land war, whether it be limited or general.

The Amphibious Force is one of the most complex of commands. But it has a tremendous advantage in having all its headquarters at one place—Little Creek Naval Amphibious Base.

Amphibious Groups are the units which actually carry the assaulting troops onto the beaches. A sub-command is the Amphibious Training Unit, which includes the Naval Amphibious School for officers and men who man

**SPECIAL DELIVERY**—Supply Center has the job of supplying ships at sea, as well as the many naval shore stations.



the assault ships, and the Amphibious Operational Training Unit, which puts the whole force through practical applications of theory learned at other schools.

Other units of the command are Beach Groups which supervise the flow of men and materiel across the beaches, and Underwater Demolition Units which clear the route to the beach of mines and underwater obstacles.

### **Little Creek**

The center of the Atlantic Fleet's amphibious striking power is the Little Creek Naval Amphibious Base, the biggest in the world.

Before World War II, its site was an empty waste of coastal marshland. World War II saw the building of four separate bases in the Little Creek area—Camp Bradford, Camp Shelton, the Frontier Base and Little Creek.

Camp Bradford was started as a training center for Seabees, and switched to training LST crews in 1943. Frontier Base was a forwarding center for men and equipment destined for the European Theater. Camp Shelton was an armed guard training center and later a separation center for demobilization.

All were consolidated with the Little Creek amphibious training base in 1945. Now, the base covers almost 2000 acres of waterfront land. Its support and training facilities and housing are among the most modern in the Navy.

### **Norfolk Naval Station**

The Norfolk Naval Station is really a city within a city—a port within a port. The station exists for its waterfront facilities and anchorages. Home port for a large part of the Atlantic Fleet, it lacks nothing a modern port needs.

It's farfetched, but theoretically possible for a baby to be born there, grow up, get an education, find a job, marry and make a home, raise a family, retire, die, and be buried without setting foot out of the gate.

Aside from such amenities for home life, the station has 10 piers and six miles of berthing facilities for every size of craft from a launch to an aircraft carrier. It has 31 tugs and a fleet of service craft to control all Navy ship movement in the Hampton Roads area, up to Yorktown and St. Julien's Creek.

It has quarters for 4000 enlisted men, 300 bachelor officers and visitors, and homes for many of the station's top officers and their families. Its facilities can feed 12,000 men at one sitting.

Its police and fire departments provide protection not only for the station itself, but for many of the related military facilities in Norfolk. The fire department also trains military and industrial firemen from all over the world.

From the station, the Shore Patrol operates throughout Norfolk, providing help to servicemen and their families, and assisting local police with law enforcement.

The station has churches for Protestants, Jews and Catholics. Regular services are conducted, and the chaplains provide counseling services. Last year there were 99 baptisms and 123 marriages on the station.

The commissary is a supermarket for many Navy families. Special Services provides equipment for boating, fishing, camping and similar activities. There are swimming pools, bowling alleys, gymnasiums, ball fields, tennis courts and a library.

The dispensary provides outpatient care for Navy



dependents and takes care of the immediate health needs of men at the station.

Schools offer technical, professional and cultural courses up to college level.

### **Navy Air Force—Atlantic**

From Argentinia to Argentina, from Panama to the Persian Gulf, the aircrews of Commander, Atlantic Fleet Naval Air Force, hold a round-the-clock patrol. Their only real boundaries to the north and the south are the ends of the earth. To the east they extend their air coverage to the edge of the Pacific Fleet area.

From Argentinia, the command's P2Vs and *Constellations* patrol the top of the world for hostile ships and aircraft. From Norfolk; Quonset Point, R. I.; and Mayport, Fla., land-based planes cover the Atlantic and Gulf coasts.

From Norfolk, naval aircraft fly support missions to American scientists at the South Pole. In the Mediterranean, naval air power is the backbone of the Sixth Fleet's strength. In the Persian Gulf, three seaplane tenders operating out of Norfolk take turns providing support for air patrols there.

In the Atlantic itself, carrier-borne airpower is ready for anything from sub hunting to supporting an assault landing.

Headquarters for this force of 61,000 officers and men—5000 of them aviators—is in Norfolk. Seventeen ships and more than 100 aircraft squadrons are included in NAF, Atlantic Fleet.

### **Naval Air Station, Norfolk**

The first carrier-type launching was made in Hampton Roads in 1910 when Eugene Ely flew a 50-horsepower Curtiss land plane from a platform on the USS *Birmingham*. From that date, the Norfolk area has been a major factor in Naval Aviation.

In October 1917, a naval air detachment of officers, students and mechanics was transferred from a field at Newport News to the present site of the Overhaul and Repair Department aircraft stowage area.

The Air Station was begun on a few acres in the northeast corner of the Naval Station, with an appropriation of \$500. The seven aircraft—all seaplanes—assigned to Norfolk were moored to stakes in the water. Eventually, canvas hangars were erected to house the planes.

The Air Station was formally commissioned 17 Aug 1918. The first Commanding Officer was LCDR P. N. Bellinger, USN.

Under his direction, the station was a base for anti-submarine patrols, an aviation training center, an experimental facility and a normal operations base. From the beginning, NAS Norfolk was active in many varied aviation fields.

In 1940 a vast expansion program was begun and substantial progress was made before the outbreak of World War II. During the war the station served as a training base for numerous air groups, including those from USS *Wasp*, *Hornet*, *Ranger* and *Yorktown*.

Patrol planes operated from Norfolk to protect shipping and the heavy traffic of daily take-offs and landings taxed the capacity of the station and its outlying fields to the utmost. All departments of the station operated at capacity and the station grew into its present position as one of the most important naval air facilities in the world.

*This is Norfolk, headquarters of the Fifth Naval District, and hub of an interesting and vital group of Navy activities. It's a center of Navy learning and Navy doing which make it an important part of national defense and allied cooperation in the cause of freedom.*

**BIG VIEW**—Tugs lead the way as the huge attack carrier USS *Ranger* (CVA 61) enters Portsmouth Naval Shipyard.





# TAFFRAIL TALK

**L**ONGEVITY RECORDS are nothing new in the Navy, although they crop up less frequently these days, thanks to Seavey, Shorvey, electronic personnel accounting methods, etc. A good many of them seem to be racked up in the Submarine Service, too—so it's not surprising that a current example we've had called to our attention concerns another underseas sailor.

When Chief Electrician's Mate Enoch W. Pence, USN (SS), reported aboard the Pearl Harbor-based submarine *uss Bluegill* (SS 242) recently, it was just about 30 years to the day since he first pinned on the dolphins of a qualified submariner.

Chief Pence initially qualified in submarines at Portsmouth, N.H., in 1930 aboard the *uss V-5* (later renamed *uss Narwhal*). *Bluegill* is his 12th submarine—and through the years he's found time, among other things, to make a record (at that time) deep dive to 332 feet aboard *Narwhal*; take part in eight war patrols during World War II, and lend a hand in the first guided missile firing from a submarine while a crew member of *uss Cusk* (SS 248) in 1948.

Graying now, and contemplating eventual retirement in the 50th state, Chief Pence doesn't feel especially "veteran"—until he stops to reflect upon the fact that he was a qualified submariner before 70 per cent of his present shipmates were born. And just to prove there's plenty of life in the old boy yet, he stomped over to the Submarine Base training tank a while back and qualified in the modern submarine escape method—buoyant ascent.

★ ★ ★

Attention all Pacific Fleet Units operating near, or crossing over, the International Date Line! We certainly wouldn't want you to lose any sleep over it—but as a favor to Helicopter Utility Squadron One, we'd like to request that you keep an eye peeled for an old, unused day which may be lying around in that vicinity.

A detachment from HU-1 passed through that area recently aboard the heavy cruiser *uss Saint Paul* (CA 73), and claims to have misplaced a day somewhere way back in November, and it still hasn't turned up. We can't furnish you with any further identifying characteristics, however, since even the HU-Oners aren't sure just which day it was. For the remainder of the details anent this less-than-earthshaking item, we quote from HU-1's monthly publication, "The Chopper":

"The crew enjoyed liberty in our 50th State, but as always, good things must come to an end. Se we set sail for WestPac, to join the Seventh Fleet. There was quite a mix-up when we crossed the International Date Line. We crossed on November 24th at 0700, which meant that we skipped Thanksgiving Day. The turkeys had already been bought and half prepared, however, so we decided to have Thanksgiving on Friday, saying it was Thursday. But, then we had to say Saturday was Friday so we wouldn't miss field day. Then we had to have a Saturday—otherwise no baths. And Sunday's a day of rest—we could hardly be expected to give that up. Anyhow, one thing just seemed to lead to another, and now no one can figure out for certain what day we finally did skip."

So as we said—it's not horribly important, but if you do happen to be idly looking around out there . . .

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

## ALL HANDS

The Bureau of Naval Personnel Information Bulletin, published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Use of funds for printing of this publication is approved by the Director of the Bureau of the Budget 25 June 1958. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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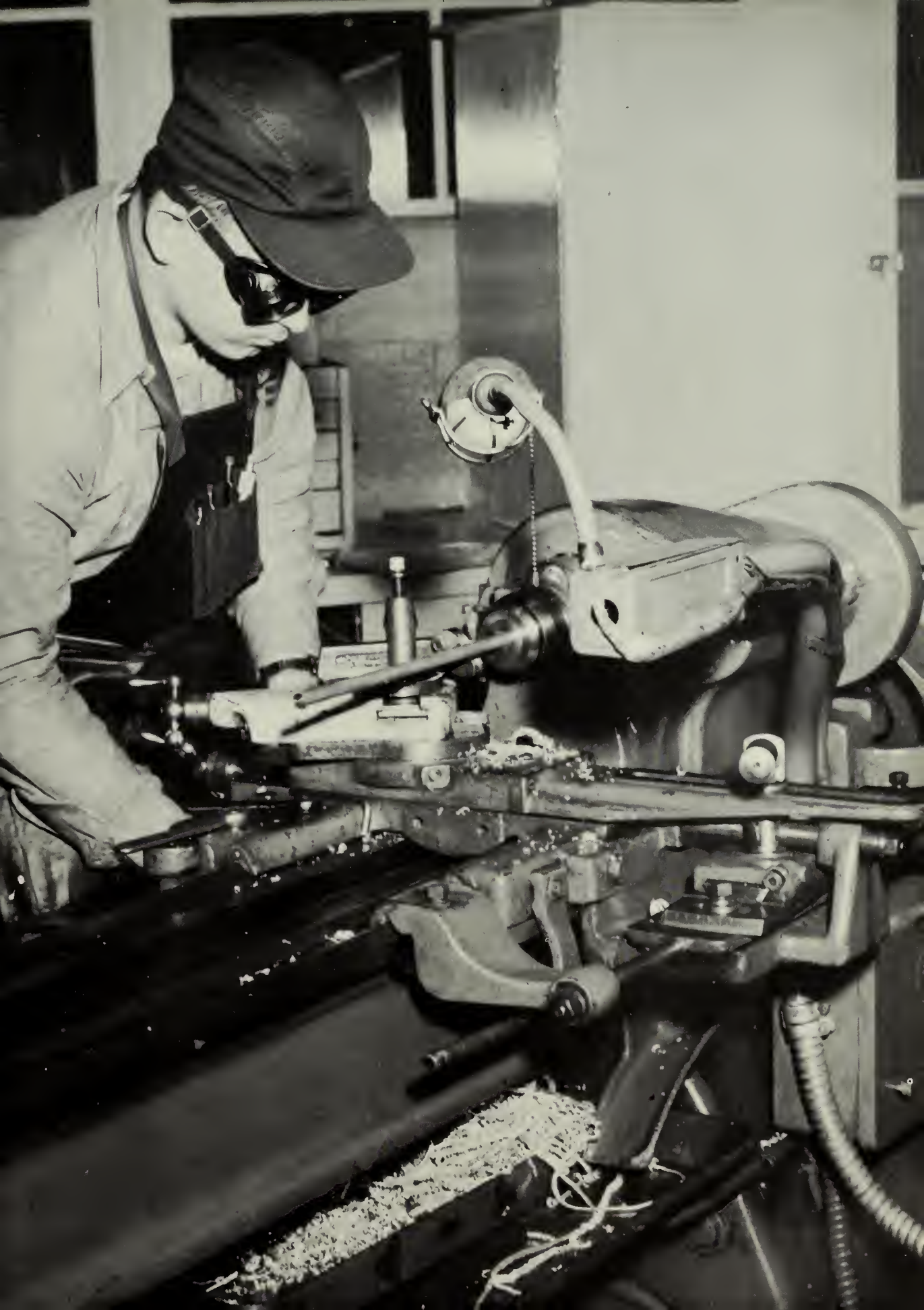
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• **AT RIGHT: GOOD TURN** — N. E. Daub, AML, USN, works at the lathe in hangar at Argentia, Newfoundland. He is a member of the support team that keeps the large WV-2 radar planes flying their mission on North Atlantic Barrier.





***passing the word***



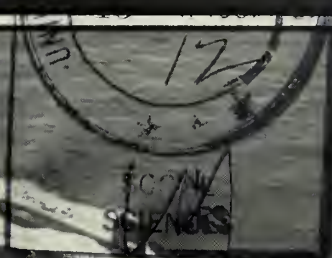
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ACTION AND TRADITION  
the navy way**



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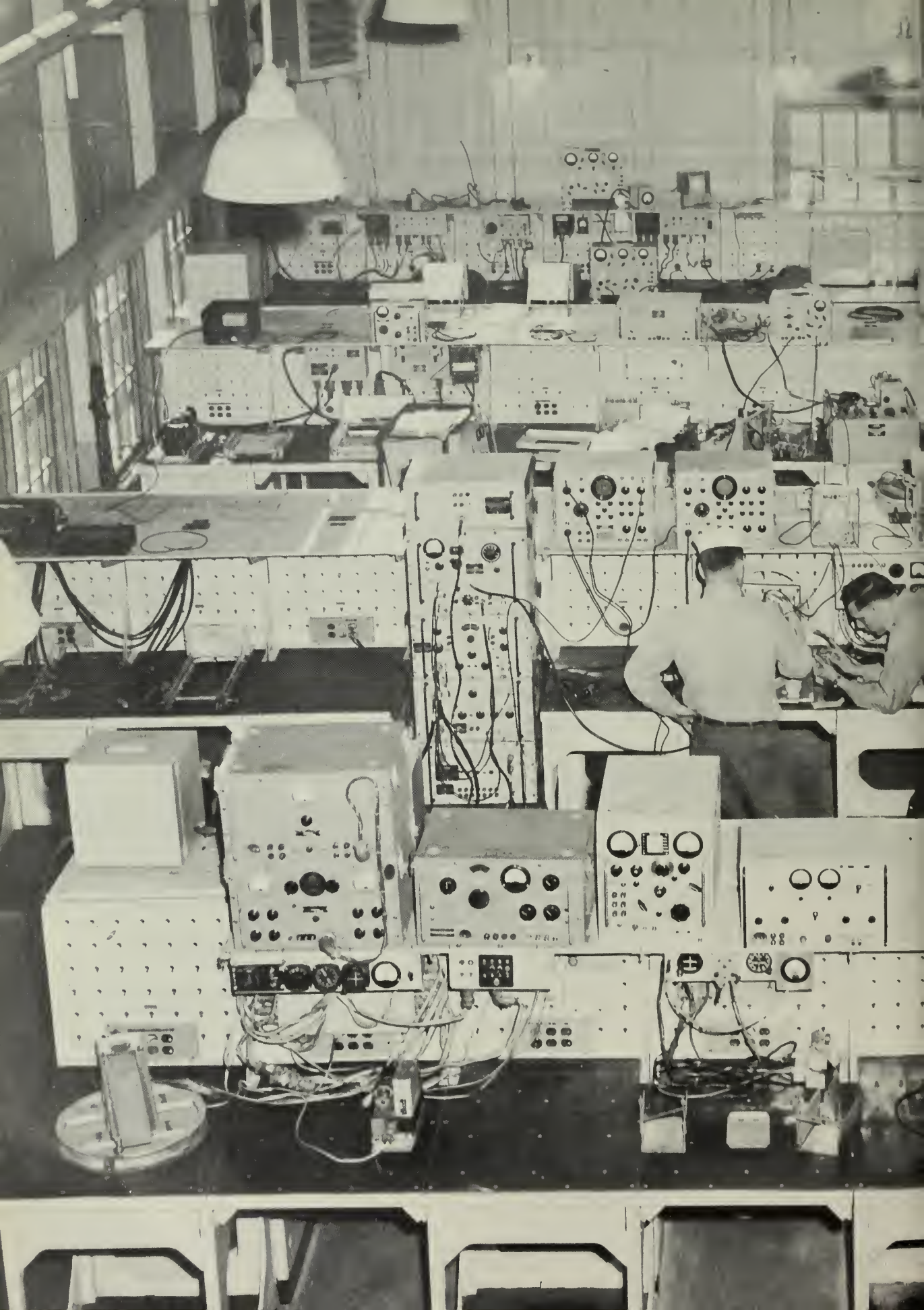
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in the  
**NAVY**

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
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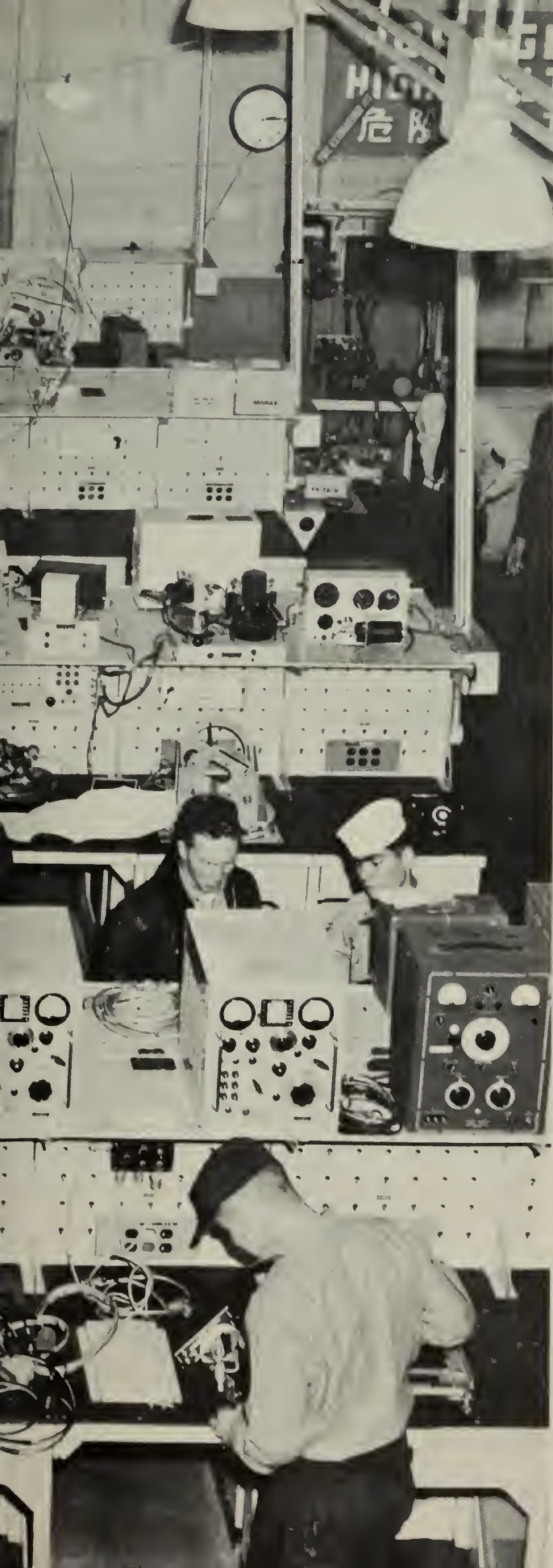
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# ALL HANDS

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NUMBER 532

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The Chief of Naval Personnel

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• **FRONT COVER: UP AND ATOM** — Three nuclear-powered submarines, the end product of naval research, cruise on the surface during ASW exercises in the Pacific. Sailing together are (from top to bottom) USS Seadragon, SS(N)584, USS Sargo SS(N)583, and USS Swordfish, SS(N)579.

• **AT LEFT: MASS REPAIR** — Navy technicians of the Naval Aircraft Maintenance Department of Iwakuni Marine Corps Air Facility in Japan, are constantly on the job in this shop keeping aircraft radio and radar gear in top shape.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

# Naval Research

**E**ARTH SATELLITES, rockets to outer space, voice communications via the moon, and nuclear power are as commonplace to scientists and engineers at the Naval Research Laboratory in Washington, D.C., as a chipping hammer or heaving line is to Navymen at sea.

Although a good share of the research being done at NRL deals with subjects that are a little above our heads, we, as laymen, are still interested because they will undoubtedly affect our lives and our future careers in the Navy.

Some of the research and development work that has been done—or is being done—at NRL, however, is part of our Navy life today. NRL scientists have developed, and are still improving, such items as a heaving line and monkey fist that glows in the dark, a new kind of paint that makes Navy airplanes more visible while in flight, an improved type of gas mask, equipment for the combat information center, dye markers and shark repellents.

Although these are only a few of the items that have been developed at the Naval Research Laboratory over the years, it does give you some idea of the type of work done there.

In short, NRL projects range from the depths of the ocean to outermost space.

**T**HE MEN AT NRL have but one goal: To make the Navy better through research. And research does bring the answers, usually. Sometimes, however, while investigating in one field, a scientist stumbles onto another discovery, possibly even more important than the one on which he is working. This sort of happening is sometimes called an accident, but more appropriately should be called *serendipity*, which, according to the dictionary, means: "The gift of finding valuable or agreeable things not sought for."

Perhaps one of the more important findings in recent history which logically falls into this category happened back in 1933. It seems that a scientist named Leo C. Young, while studying transmitter key clicks, made certain observations which later led to the pulse method of echo ranging being used with radio frequency for the detection of aircraft.

From this incident was developed Radar (RADio Detecting and Ranging) as we know it today or—perhaps even more important—as we

knew it during World War II.

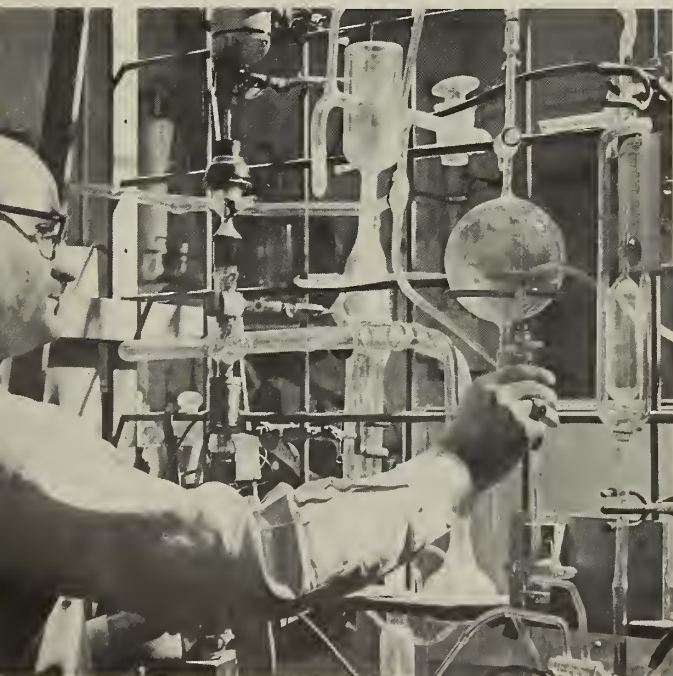
Another such accident that now allows Washington, D.C., to communicate directly with Hawaii, via the moon, occurred when a scientist was allowed to bounce some radio signals off the moon. He found during these tests, which began in 1951, that signals relayed off the moon were clearer than those passed over the telephone.

Because of these early tests, messages are now sent regularly from a station at Annapolis, Md., to Hawaii. A signal makes the 480,000-mile trip from Annapolis to the moon, and thence to Hawaii in some two and one-half seconds.

Moon relay does have its limitations, however. For one thing, the moon must be electronically visible from both the transmitter and receiving antennae at the same time. For this reason, the system can only be used during certain hours.

This same limitation, however, also makes the system extremely jam resistant. First of all, high-power signals are needed, and secondly, the jamming can only be accomplished by another station within sight of the moon at the same time as the receiving station.

**METAL MEN**—Metallurgists at NRL are working on new and better metals for Navy ships, aircraft and space vehicles.





# Lab

Rear Admiral Frank Virden, Assistant Chief of Naval Operations (Communications), has suggested that this same relay system may someday provide simultaneous worldwide television service.

**E**VEN MORE RECENTLY, serendipity led scientists to develop a coating for the metal columbium (ever heard of it?) that allows it to withstand extremely high temperatures. The new process may provide better metals for use in gas turbine engines or nuclear-powered engines, or make a more durable metal for the leading edges and other hot spots on high-speed aircraft.

Serendipity is nice if it produces the right answers to a problem, but for every answer found this way, scientists must dig for thousands more.

Currently, for example, NRL scientists are working with the problem of atmospheric habitability for submariners. This is not a new field of research. NRL scientists have worked with this problem ever since the lab was established.

Although not nearly ready for use, one of the theories that is currently being developed in this field is the use of algae. (Algae is a species of seaweed that is probably best known as the green, scum-like growth on a pond.) Algae is also being considered for space travel. At NRL, however, the accent on this problem is under the seas, rather than over them.

**A**LGAE SEEMS ONE of the better ways to produce oxygen for submariners. Currently, oxygen is taken aboard submarines in bottles, or in the form of chlorate oxygen "candles." These candles, unlike an ordinary candle which takes oxygen out of the air, actually produce oxygen when they burn.

Although commonly called candles, they more closely resemble a burning cigarette. There is no wick, and when the candle burns, it leaves a solid ash that is discarded. This is an advantage over bottled oxygen because there are no empties to return.

A disadvantage of the chlorate



**HOT STUFF** — Newly developed coating protects metal at high temperatures.

candles, however, is their cost. The oxygen they produce is considerably more expensive per cubic foot than that taken from a bottle. As with any other necessity, however, the value cannot always be judged by its cost alone.

Even with these candles and bot-

tled oxygen, submarines are limited to a maximum submerged time. Although the time has now been extended to several months, there is still that limit. If the algae theory works well enough, the submerged time of a submarine will be limited only by human endurance.

**END RESULTS** — Scientific research made by NRL insures ultra-modern Fleet.





**REGAL RADAR**—Navy's huge radio-telescope at Sugar Grove, W. Va., will be used for scientific studies of atmosphere, communications, and navigation.

Here's how algae can work: It is common knowledge that plant life produces oxygen and at the same time takes carbon dioxide out of the air. If plant life could be used in submarines to perform this same function, our problems would be lessened. It would be impractical to grow most plants in a submarine.

Algae seems to be the ideal plant life for this purpose. Besides efficiently producing oxygen, it could

also be eaten in an emergency. Although not the most delectable meal, it is high in nutrients. This is one of the biggest reasons algae is being considered for space travel.

NRL scientists already have laboratory apparatus that produces oxygen in this way. When asked how much oxygen his equipment would produce, one scientist confessed, "Maybe enough to sustain one small dwarf." He explained that this was

only an experiment in reproducing algae, and not an attempt to produce a large quantity of oxygen.

**R**ESearchers are also investigating other methods of producing oxygen aboard submarines. Only more research will show whether algae or some other method will first produce oxygen for future submariners.

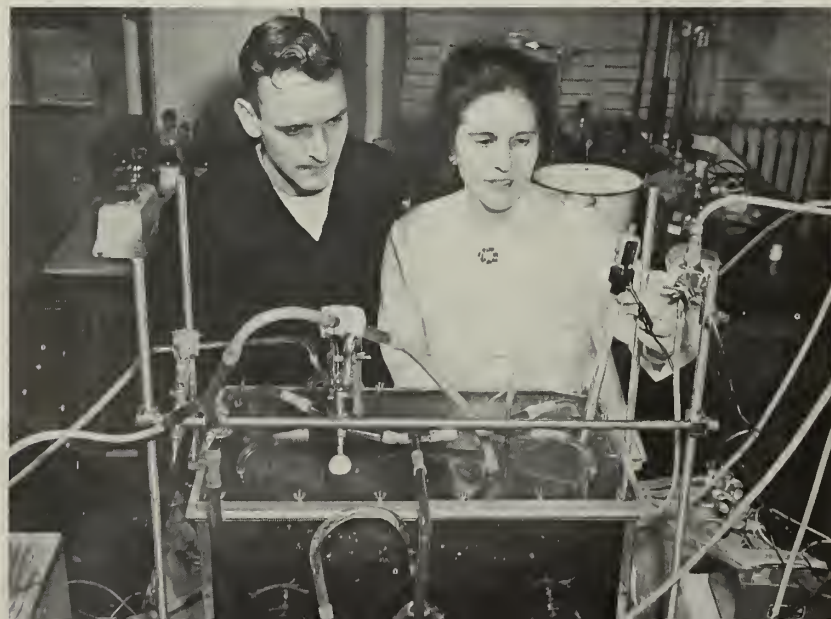
NRL scientists have given impetus to numerous scientific achievements which have affected the destiny of the United States. One of the more important ones in recent years is nuclear power. This program started at NRL back in 1939.

The lab was originally given \$1500 to investigate radiation phenomena, and in 1942, NRL scientists successfully separated the isotopes of uranium by the liquid thermal diffusion method. NRL scientists did not make the atomic bomb, but it was an NRL report, complete with blueprints, that laid the groundwork for the U.S. Navy's first nuclear-powered submarine.

NRL still does a great deal of work in this field and has now built its own pool-type nuclear reactor. At the Lab, however, scientists are not primarily concerned with the energy which might propel a ship, but more interested in the effects of radiation on various materials and electronic equipment.

If this reactor was to be operated regularly for 40 hours a week at a power load of 100 kilowatts, a set of fuel elements—which contains about 11 pounds of uranium 235—would last for about 40 years.

**A GASSER**—Hospital corpsman gets word on oxygen-producing algae tests.



**N**RL PROJECTS ARE VARIED and as new as tomorrow. One field in which the lab has been actively participating is space research. Although NRL personnel do not, as a rule, actually launch rockets, they do furnish electronic equipment and technical advice for many shots. Already NRL has four satellites in orbit and another one ready to be sent off.

The over-all space program at NRL may be said to have started in December 1945, when a Rocket-Sonde Research Branch was established "to investigate the physical phenomena in, and the properties of the upper atmosphere." The branch first of all exhausted a supply of "war-surplus" German V-2 missiles, and later launched the first all-U.S.-



built upper atmosphere research rocket, *Viking I*, from White Sands, N.M.

The *Viking* rockets and other space vehicles, such as the *Aerobee-Hi*, were fired to over 100-mile altitude and obtained photographs of the earth and measured solar and celestial radiation in the atmosphere.

Rockets have been fired from the ground, from ships, and even from balloons during certain NRL tests. The most sophisticated naval rocket ever used by NRL scientists was *Vanguard*, which placed an NRL-developed satellite into orbit. This satellite is still gathering information in outer space.

Based upon data provided by *Vanguard*, islands in the Pacific have been relocated properly on the map, and the earth has been found to be somewhat pear-shaped.

NRL scientists still participate in the space satellite program, although major responsibility has been transferred to the National Aeronautics and Space Agency.

**D**URING THIS LAST YEAR, for example, a 20-inch solar radiation satellite, which was designed and built by NRL, was placed in orbit by a rocket fired from Cape Canaveral. It was launched as a piggy-back rider upon a navigation satellite. After they reached the desired altitude, the satellites were separated and both went into orbit.

One of the most recent experiments in space research was made in November 1960 when NRL scientists launched an *Aerobee-Hi* rocket from the White Sands Missile Range in New Mexico. It measured the effects of the earth's atmosphere as high as 131 miles.

But launching satellites is only half the job. Tracking them in space is another important task.

To do this, NRL scientists and engineers developed the Navy Space Surveillance System (SPASUR) which can tell the location (present, past and future) of known and unknown satellites. Although NRL has now turned the actual operations of the SPASUR stations over to another agency, NRL is still working to improve the system.

Another electronic field in which NRL delves, but one that's a little closer to home, is the equipment and routine of a combat information center aboard ship.

Most of the work in this field is



**UP AND AT 'EM**—A Navy technician climbs up radar tower during maintenance check-up at one of Naval Research Laboratory's outlying installations.

performed about 50 miles from Washington, D. C., at the Chesapeake Bay Annex. Equipment available there includes such items as devices to evaluate automatic fire control and tracking radar for ship-board use; a transonic whirling arm for testing aircraft instruments, and an assortment of machines to make special studies of sound, radio, mechanics and optics.

**S**TUDIES ARE ALSO MADE of such simple-sounding problems as the

positions of knobs for controlling electronic gear. This may not seem important, or complex, but it is both. The controls must be in the best possible place to cut down the operator's fatigue, and also to make sure he can operate the equipment as rapidly as possible. Many times, operators of radar, for example, are kept on duty for long periods to test their alertness. During these tests, certain pre-set signals are run through the equipment to see how many of the targets can be detected.

**MECHANICAL** hands do 'hot' experiment at NRL's Nuclear Reactor Facility.





HIGH THERE—Drawing shows Navy's Transit-1 navigational satellite. Below: Aerobee-Hi explores the sky.



"One of the things we have learned," commented an NRL spokesman, "is that sometimes the operator detects more of the *actual targets* if some false information is fed into the machine. An operator to whom only actual targets are presented seems to miss some of them, if he has long periods of waiting without seeing one."

Another subject in this area, in which researchers are interested, is the passing of information from the CIC to the bridge. Some years ago, as an experiment, information was run into a CIC, plotted on a board in the CIC, and then relayed to the bridge where it was again plotted on a board. "You would be surprised," confessed one naval officer, "at the difference between the information that appeared in the CIC and that which showed on the bridge. It was almost like gossip. After it had passed through several persons, it was so distorted that the information was almost useless."

Because of such tests, much work has been done to lessen the chance of this happening aboard ship today. On the bridge now, for example, is a radarscope repeater which allows the Captain or OOD to receive the same information that is shown in the CIC. Because of this, the radar information supplied by CIC personnel now only supplements or clarifies the information that is obtainable on the bridge.

Also because of NRL experiments in this field, the combat information centers aboard new and rehabilitated ships have been relocated and redesigned.

**T**HE NEWEST NRL facility is the Maryland Point Observatory, on

the Potomac River in Charles County, Md. An 84-foot radio telescope is located there.

To be added in the near future, however, is the 600-foot-diameter radio telescope which should be completed at Sugar Grove, W. Va., in 1964. This telescope is wider than the Washington Monument is high.

Not all the experiments and research are done at NRL. From time to time scientists go aboard one of two small surface ships, or a submarine, or aboard one of several large Navy planes assigned to the Laboratory. Both the ships and the planes are specially adapted for use by NRL personnel and could correctly be described as flying or floating laboratories.

Currently, for example, WV-2 *Constellations*, assigned to NRL, make periodic flights from the west coast of the United States to Hawaii as part of a project called Trade Winds III.

It seems that under certain conditions radio signals can be transmitted over unusually long distances through ducts in the air between thermal air layers.

Among the phenomena being studied on these flights are the effects of weather on the ducts and the existence of holes in the ducts where the radio signals could stray.

Of course, not all work outside the lab is on the ships and planes that are regularly attached to NRL. On certain occasions scientists go aboard operating ships in the Fleet for special projects.

**N**RRL IS STAFFED with a distinguished group of men, but not all the scientists at NRL have long backgrounds of scientific achieve-

**NOTHING NEW** — Naval research has championed many advances. Here, SecNav Daniels makes first call by radio-telephone with a ship cruising at sea.





ments. One group, in fact, is quite the opposite. They are young naval officers who have been selected to work at NRL because of their ability. The older scientists are extremely happy with the young officers who have come to them through the "Genius Program."

These "geniuses" are in the early and middle twenties and many of them have only a bachelor's degree. One man, for example, LTJG R. L. Blake, 27, developed an X-ray camera which was strapped to the side of a rocket and launched to an altitude of 131 miles. It photographed the sun during a period of intense flare activity. Besides LTJG Blake, there are five other young naval officers currently doing research at NRL.

These men work with some 1000 other scientists who were described by Captain Fred Tucker, Chief Staff Officer at NRL as "The most gung-ho group you have ever seen. These men always think Navy."

And the Laboratory director, Captain A. E. Krapf, does everything possible to develop the kind of atmosphere in which these scientists can work well.

Captain Bradley Bennett, Administrative Officer at NRL, who is now on his second tour there, described the Laboratory conditions as being similar to those at a college or university. "The scientists are allowed to work on projects in which they are interested. But, when rush projects come in and there can be no choosing, they are tackled with the same enthusiasm." This type of research flexibility and dedication has paid off well at NRL over the years since it was first commissioned on 1 Jul 1923.

**T**HOMAS EDISON and Secretary of the Navy Josephus Daniels were two men who first took steps to establish the Research Lab. It seems that an interview with Thomas Edison, which was published in a New York magazine, indicated a need for a research activity such as NRL.

Secretary Daniels agreed with Mr. Edison and asked him to head a special board to study such a project. As a result of this, Congress appropriated \$1,000,000 to build the lab and an additional \$500,000 for the first year's operation.

In 1923, when the Laboratory was



CHESAPEAKE BAY Annex tests electronics to improve shipboard CIC gear.

commissioned, there were only five major buildings: A laboratory and administration building, a machine shop, a foundry, the heating and power plant, and a pattern shop made up the group.

During these early years, NRL was under the Secretary of the Navy, and its first directors had a dual capacity as Director of NRL and also as Aide to SecNav for Invention. This meant the Director's office had to be in the Navy Department, and that only part of his time could actually be devoted to running NRL.

Later, NRL was put under the Bureau of Engineering (now Bu-Ships). It now works directly for the Chief of Naval Research. "In this way," explained Captain Krapf, "we are free to work for the entire Navy and do not become involved with just one bureau's activities."

**T**ODAY THE LABORATORY has grown from the five-building complex on 27 acres to the present 92 buildings

on 59 acres. The separate divisions at the Lab have also done their share of growing.

Originally, when NRL was known as the Naval Experimental and Research Laboratory, there were only two divisions: Radio and Sound. Today there are 13: Applications Research; Atmosphere and Astrophysics; Chemistry; Electronics; Mechanics; Metallurgy; Nucleonics; Optics; Radar; Solid-State; Sound; Radiation, and Radio.

From this list you can easily see the scope of the work done at NRL. There has been no attempt to discuss all the accomplishments or current programs at NRL. There are far too many, and some programs cannot be discussed because of security.

What is now happening at NRL may not affect you on this hitch, but unless you're about ready to hang up your hat, your future in the Navy may be considerably safer and more pleasant because of the Naval Research Laboratory.

—Erwin A. Sharp, JOC, usn

# Science:

Observatory in 1844. This was the first U.S. government scientific laboratory.

In 1888, Navy Lieutenant Bradley Fiske experimented with wireless communication. This resulted, in part, in a United States patent for radio control of torpedoes. The basic principles of this patent are still used today for the electronic control systems of all pilotless vehicles, including guided missiles.

Dr. A. Hoyt Taylor, a Navy scientist, in 1922 discovered the phenomenon of electromagnetic wave reflection. This discovery led to the development of early warning and gunnery control radars for the Fleet in World War II.

The entire history of the Navy is studded with similar research efforts. However, during the last century and most of the first half of the present century, new developments came slowly or in a hit-and-miss fashion. When something worked, the reason wasn't always known.

Before the end of World War II, Secretary of the Navy James V. Forrestal created the Office of Research and Inventions. Its mission was to sponsor research on a permanent basis which would provide the Navy with a backlog of scientific knowledge. This office was changed by an Act of Congress (in 1946) to the Office of Naval Research.

Over the years, the Navy's operational responsibilities and functions have created a need for many types of weapons and equipments. In keeping with this need, the research and development organization in the Navy has also become more diversified.

**T**HE LATEST CHANGES in the Navy's RDT&E organization include:

- The Bureau of Aeronautics and Ordnance were joined to form the Bureau of Naval Weapons, a merger which was accomplished in December 1959.

- The billet of Deputy Chief for Development was established in the Office of the Chief of Naval Operations.

- The position of Assistant Secre-



**WATER BABY**—Hydroskimmers are types of craft being tested by Navy.

**S**CIENTIFIC RESEARCH is playing an increasingly important role in our everyday life, both in the Navy and elsewhere. As an example, over half of all the money that the United States has spent on research and development in its entire history has been spent in the last 10 years. Also, it has been estimated that 90 per cent of all the scientists who have ever lived are alive today.

The Navy's Research Development, Test, and Evaluation Pro-

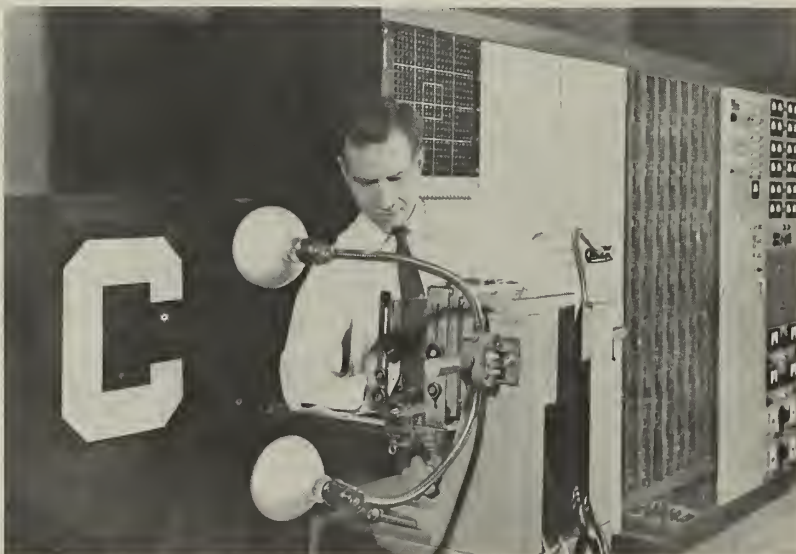
gram for fiscal year 1961 was about 1.3 billion dollars. Of this amount, over 200 million dollars was invested in scientific research.

It was almost 200 years ago that a program for research and development first started in the Navy, with the Naval Bill of 1789 which authorized experiments with ships and guns.

Here are some other highlights.

In 1830, work began on astronomy and navigation, which resulted in the establishment of the Naval

**READING LESSON**—Scientist from Cornell Aeronautics Lab checks Perceptron, machine that can 'read,' being developed under sponsorship of ONR.





# Key Force in a Changing Navy

tary of the Navy for Research and Development was established.

The Office of Naval Research is the Navy's central research organization. Whereas the other Navy bureaus and offices primarily carry out research and development to meet specific requirements, the ONR research program seeks to support over-all Navy technical programs and to generate from research radical new concepts for naval warfare.

Currently, the Office of Naval Research has about 1800 contracts outstanding, the majority of which are with universities and non-profit institutions of the country. More than 140 colleges and universities are engaged in basic research projects sponsored by the Office of Naval Research.

**S**CIENTIFIC RESEARCH in today's Navy delves into every conceivable phase of science. The Navy's broad research program, however, emphasizes areas such as electronics, nuclear physics and nucleonics, the chemistry and physics of materials, the mechanics of fluids and structures, mathematics, data processing systems, upper atmosphere studies, oceanography, and the biological and psychological sciences.

Upper atmospheric research is a continuing project. Probes with sounding rockets and manned and unmanned balloon flights are contributing a great deal of information concerning the nature of the earth's environment. Data resulting from such programs will help to solve existing communication and navigational problems, as well as add to the Navy's basic store of knowledge.

**S**CIENCE ACTS FAST. For example, Navy ships of the not too distant future may be very much different from ships we know today. It was only five years ago, you may remember, that the Navy introduced into operation in a single year the first nuclear-powered submarine, *uss Nautilus*, SS(N) 571; the first of the modern jet carriers, *uss Forrestal* (CVA 59), and the

first guided missile ship, *uss Boston* (CAG 1).

Stemming from *Nautilus*, submarines of the future will be true submersibles. Submarines will also be missile-equipped for offensive power, much as the Fleet Ballistic Missile submarines are today. They will have underwater missiles for attack on other submarines or ships.

Surface ships of our future Navy will also undergo many changes. For example, the Navy is already moving strongly toward the development of hydrofoil boats of warship size. Contracts have been let for a 100-ton patrol craft designed as a full anti-submarine warfare ship with speeds up to 50 knots on foils. Hydrofoil ships the size of a small destroyer, with displacement up to 500 tons, are under design consideration and may be available for tests in the next few years. Work is also going forward on various types of hydroskimmers, or "ground effect machines."

**W**ITH ALL THESE DEVELOPMENTS, there will be a new look in the surface Navy of tomorrow.

With nuclear propulsion, the smokestack will disappear.

Gun turrets are already rapidly being replaced by guided missile

mounts, and even the vast array of radar antennas of the modern Navy ship may soon be replaced by a single dome which will project needle-like radar beams of unprecedented power.

Certain types of Navy aircraft may also take on a new appearance. Vertical assault transport and short takeoff aircraft seem well adapted to such missions as support of ground forces and operations ashore. Present plans call for the development of a vertical-take-off assault transport aircraft that will be tested jointly by the Navy, Army and Air Force.

Space research is just one more field in which the Navy makes studies. The navigation satellite *Transit*, for example, which was launched last April, is still circling the earth and providing research information.

These advances have resulted in a large part from a carefully planned and executed scientific research program over the past years. It is the Navy's policy to continue to conduct a broad and comprehensive scientific research program so that the weapons and equipment of the future will not suffer from obsolescence on introduction to the Fleet. Science is our ally.

**HOT AND COLD**—Geologist measures radioactivity in frozen wastelands of Antarctica while on cross-country trip during Operation Deep Freeze.





# Deep Sea Scouts

**I**N THE EARLY DAYS of our nation, Daniel Boone and his fellow scouts went busily about their job of helping to open up a strange new country. One of the requisites of scouts was a curiosity about the unknown, and another was a nose for danger, to warn of wild animals, natural hazards and unfriendly Indians.

Taking their cue from the Indians, Dan and his friends made it a point to learn their way around the forest — the paths to use for escape or attack; to know the mountains, and to know the forest sounds that told them if danger were near in this land of the unknown.

In a way, things haven't changed much since Daniel Boone's time, but the horizons have widened greatly, reaching into strange new areas. One of these areas is the world under water, and in the forefront of today's trail blazers for the Submarine Navy is a rather unusual category of scouts — the oceanographers.

**O**UR OCEANIC TRAIL-BLAZING also reaches into the past, too — pioneered in the middle of the 19th century by LT (later CDR) Matthew Fontaine Maury. For example, his knowledge of oceanography enabled him, in 1853, to predict where a disabled ship would be found. The transport *San Francisco*, the victim of a hurricane, had drifted about 300 miles in the ocean from Sandy Hook. Maury used his knowledge of surface currents to pinpoint her position. Nearly a century later, the same type of information accumulated by Maury and those who followed him was used during World War II in air-sea rescues.

The Navy has various ways of learning about the sea. The ideal situation would be for our underwater explorers—the oceanographers—to get out and walk around under the water, collect specimens, chart currents and underwater temperatures, measure salinity, and do all

the myriad things necessary to understand their surroundings. In only a few instances is this possible.

One method of exploring the oceans that most captivates the imagination of the layman is the bathyscaph (see page 14).

In January 1960, the Navy made news when LT Don Walsh and Dr. Jacques Piccard descended 37,800 feet in the bathyscaph *Trieste* to the bottom of the Marianas Trench.

*Trieste* is part of the Navy's oceanographic fleet which also includes more conventional ships and subs. These craft are used by the Navy's eight research laboratories, each of which has an area of specific interest in the ocean. In addition, the Navy has approximately 300 full-time scientists under contract. This accounts for over 50 per cent of all American oceanographic research.

**T**HE NAVY is considering future marine research which will enable

**DOWN BELOW**—Underwater camera catches picture of sea life and bottom at a depth of 5850 feet in the Atlantic.







**NEW FRONTIER**—Navy scientists are blazing new trails reaching into strange new areas under the surface of the sea.

it to play an even greater part in learning about the medium in which it operates. It will include an improved bathyscaph, open-ocean manned research platforms stable enough for studies, a major program of anchored buoys for space and time coverage of ocean characteristics, a submarine capable of breaking into and out of the ice, a major program aimed at developing high seas engineering techniques in such operations as drilling and bottom sampling, plans for marine science laboratories and a design and development program for building deep and mid-depth manned vehicles.

Until the 1930s the Navy limited its oceanic research to collecting information affecting climate; charting the topography of shallow ocean bottoms and compiling descriptions of the tides and winds.

Today, the Navy spends much of its time on underwater research. One of its top projects is learning more about what oceanographers call internal waves.

An internal wave is very much

like the kind you see while leaning over the side, except that it is completely submerged.

Why does the Navy want information about underwater waves? You guessed it—they limit the bearing accuracy of sonar.

Scientists usually measure this phenomenon by placing buoys in a triangular configuration at various points in the ocean. The buoys dangle instruments at various depths for testing water density and temperature. The movement of underwater waves is measured by tracking isotherms (lines connecting points of equal temperature). When an isotherm passes one triangulation point, the time it takes to reach the next point of the triangle is clocked. All the peregrinations of the isotherm are recorded on a graph giving scientists a basis for figuring the size of the wave and the speed at which it is traveling.

The methods now in use for measuring internal waves leave much to be desired and there is still much to be learned. For instance, we don't

know how internal waves are generated, or if they break near the shore. We would like to know if they are effective in mixing nearshore water as well as their relationship, if any, to tidal period, and the friction between tidal movements and the rotation of the earth.

**A**LL THESE QUESTIONS must be answered by oceanographers. The answers are hard to come by, but the safety of submarines and their ability to contact their enemies could depend on the answer.

Before the problem of the internal wave can be solved, questions concerning water density and temperature changes must be answered. For instance, water temperature at a given point has been observed to drop as much as ten degrees in as many minutes at the same level, and with no apparent reason. Again—why?

During World War II, research on the ocean's density and sound bending, owing to temperature changes and differences in the

**WATER WILDERNESS**—The Navy is now exploring and discovering new facts about ways of the ocean and its depths.





**PATHFINDER**—USNS Chain is one of the ships in Navy's oceanographic fleet.

amount of salt in the water, permitted submarines to hide and move about more safely. They were, therefore, made more effective, and a number were saved from destruction by this knowledge.

The same information, plus knowledge on how sound travels in sea water, was used in sonar design and in the tactical operations of anti-submarine ships or task groups. For example, this enabled the Navy to determine how to space ships in the sonar screen around a convoy.

Learning the solution to these problems makes underwater submarine detection much more efficient. Many detection devices, however, depend almost completely upon the fact that the enemy submarine makes sufficient noise to be detected.

When the enemy is sufficiently cooperative to make noise, the sound can be picked up by antisubmarine submarines or from hydrophones. A hydrophone can be a device, lowered into the water from a sonobuoy, which raises an antenna and broadcasts to its mother aircraft whatever the hydrophone hears.

Again, the problems of water density, salinity and—most of all—temperature, must be solved. If these factors vary, and they usually do, sound velocity varies. Changes in sound velocity bend sound rays and they may miss the target completely, particularly if the enemy submarine lies just below a sharp temperature discontinuity or layer. A layer of this kind acts like a mirror and reflects the sound waves away from the target it searches for.

We can measure these temperature variations and compensate for them at a given place or time, but a mile away or an hour later they may be different.

Ship movements can be charted to avoid submarines taking advantage of these conditions, but what about the protection of our cities from hidden attackers? The only answer lies in solving the oceanographic problem.

**A**LTHOUGH UNDERSEA RESEARCH has taken up a large portion of the oceanographic research time, oceanographers are by no means concerned with these problems alone.

Interchange of energy between water and air is becoming a matter of great concern to scientists.

Dr. Edward Teller, father of the

**PICTURE PLEASE**—Crew members of USS Rehoboth (AGS 50) get set to send camera to photograph bottom.



H-Bomb, has suggested that a potential enemy could conceivably halt rainfall in the United States for as long as two years, thus compelling the United States to surrender without a shot being fired. This sounds a little far out, but control of the circulation and surface action of the oceans could make it possible.

Dr. Henry G. Houghton, Director of Earth Sciences at the Massachusetts Institute of Technology, has said that weather control can no longer be considered visionary, and that the United States may well find herself in a poor bargaining position when the time comes to make international agreements concerning weather control, unless she remains abreast of the research of other countries.

Both the United States and England have announced initial laboratory successes in extracting hydrogen from the oceans for fusion energy.

If hydrogen fusion could be achieved, it could be used as a means of supplying cheap electrical power to the entire world. All that would be needed is water — water from ponds, rivers, lakes—anywhere.

The ocean floors may be made to give up deposits of minerals and oil that will dwarf any supplies now known to man.

The sea may become the principal source of food for earth's expanding population. Acre for acre, the sea already produces about as much plant material as do the land surfaces of the earth. Since the sea accounts for most of the earth's surface, the sea produces more food now than the land masses do.

The application of the sea to benefit mankind and the uses to which the sea can be put to aid in our defense, are almost limitless, yet it is only beginning to give up a few of its secrets.

The bottom of the ocean is less familiar to us than the surface of the moon. It has mountain ranges comparable to the Rockies, fracture zones 2000 miles long, trenches 35,000 feet deep, and immense flat plains in its 300,000,000 cubic miles of water.

The science of outer space has caught the imagination of man, but his safety—and eventually his ability to obtain food and other life necessities—may well lie in the murky depths of the oceans in which his enemy can hide until he chooses to attack.

—Robert Neil.



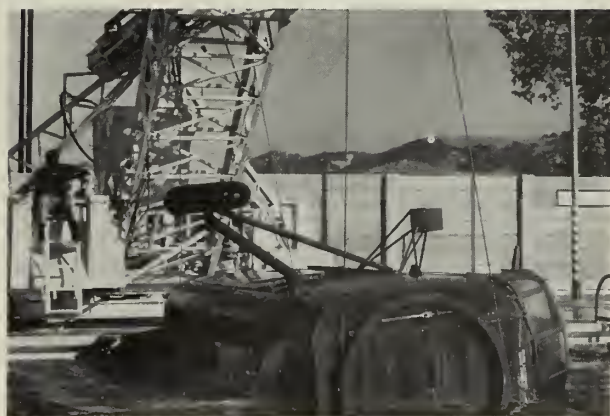


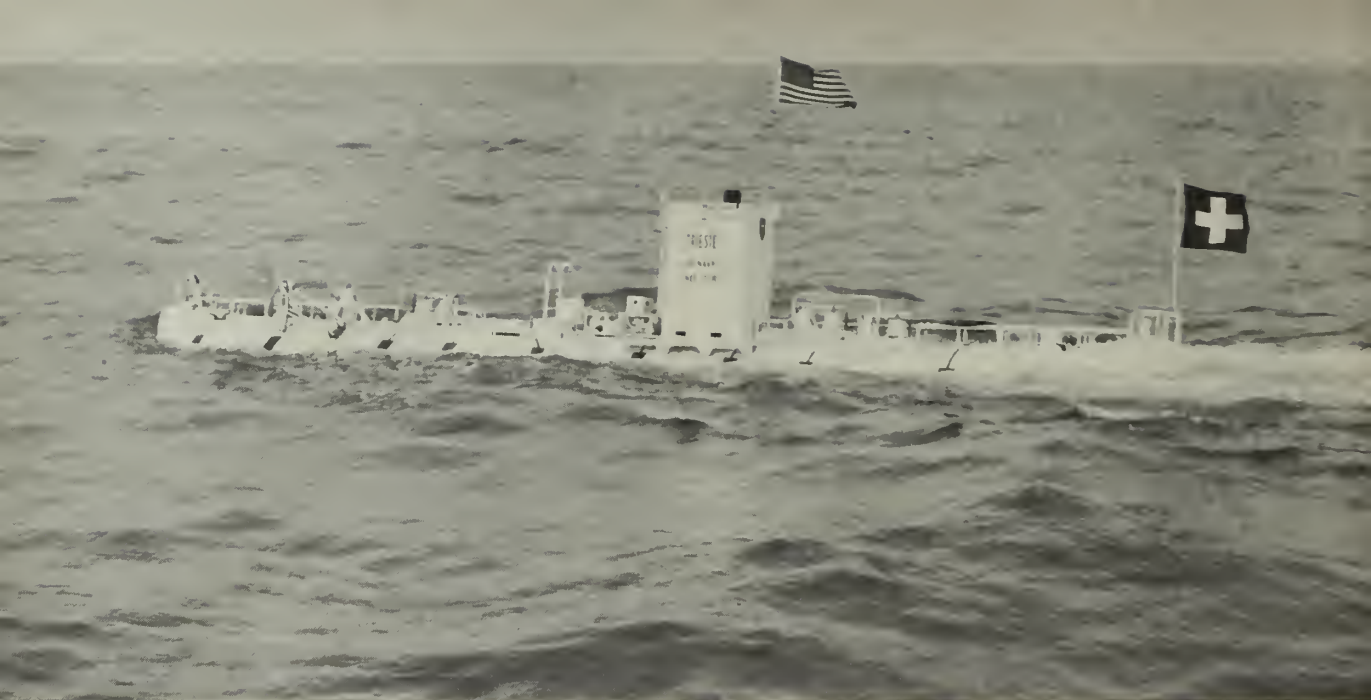
## Deep Sea Copter

**H**AVE YOU EVER HEARD of an underwater helicopter? You say it would never work? Well, out at Camp Pendleton, Calif., the Marines have one that does. It works to train helicopter troops and crews in evacuating a copter downed at sea.

The new survival training device, nicknamed "Dumbo the Dunker," was developed in cooperation with the Naval Training Device Center and is now being tested and evaluated by the Corps. It works like this: Men board the mock fuselage, sit and fasten their seat belts. A crane lifts the unit over a pool and drops it into the water. The trainees then unfasten themselves, swim out the door and head for the surface. As the men learn their way out of this underwater whirlybird, frogmen keep watch to make sure all goes well on the way out and up.

*Top: Troops board "Dumbo the Dunker." Top Right: Marine leaves cabin and heads for surface. Right: Trainer hits water like copter ditching at sea. Lower Right: Helicopter troops head for the surface. Lower Left: Frogman (left) keeps eye on surfacing Marine.*





DEEP DIVER—Bathyscaph Trieste undergoes tests prior to Navy diving expedition to the bottom of the Pacific Ocean.

# Inner Space Ship

**I**N THE NAVY, most things that sink to the bottom of the sea are looked upon with raised eyebrows. Not so with the bathyscaph *Trieste*. What is a bathyscaph? It can best be described as an “inner space ship” or an “underwater balloon.”

The principle of the bathyscaph's operation is exactly the same as that used in the design of the free balloon that has carried man into the skies for well over a hundred years. To be sure, many concessions had to be made in order that the craft could operate on and below the surface of the denser medium, but it is still a very simple design.

Two primary structures comprise the basic elements of *Trieste*. The first is the float, or balloon, which is the upper, sausage-shaped assembly. The second is the sphere, or gondola, which is suspended below the float.

The float has an elongated shape instead of the usual spherical configuration because it has to be towed through the water to reach the diving sites. If it did not have to be towed, it could have been ball-shaped.

The sphere hanging below the float looks like the gondola on a stratospheric balloon, with one exception—this sphere has to resist external pressure of the sea while the gondola of a stratospheric balloon

holds internal pressure in the rarefied atmosphere high above the earth.

The pressure exerted on the gondola when it descended to the bottom of the Challenger Deep was eight tons per square inch.

**I**N MAKING AN UNDERWATER BALLOON work, conventional gaseous substances such as hydrogen or helium cannot be used for buoyancy because they are too compressible. Something had to be found that would be less compressible yet easy to handle and, of course, lighter than water.

The ideal solution proved to be aviation gasoline which is three-tenths lighter than water. With the float filled to capacity with some 33,350 gallons of aviation gasoline, it has almost 46 tons of lift capacity. If you subtract the weight of the craft from the lifting capacity, the remainder is the useful pay load. For this reason, the structural weight of the craft has to be kept as low as possible so that it will be able to carry a maximum instrumentation load.

The sphere is the only pressure-resistant part of the bathyscaph. It needs thick steel walls to protect the fragile human beings inside from the crushing pressure of the depths.

On the other hand, the float is constructed of very light steel and is fitted with a compensating arrangement which equalizes the pressure on the float. This is necessary because the gasoline will be compressed by the sea pressure as the craft descends.

If the thin-walled float were rigid, it would be deformed by the pressure of the sea and if it were made pressure resistant, it would be too heavy and would not provide any buoyance to support the sphere.

**T**HE SOLUTION LAY in installing a breathing valve which would open in the direction of the lowest pressure. Thus, as the craft descends, the valve opens inward, allowing sea water to enter the float. On the trip back to the surface, the valve opens outward to allow the water to flow out of the float. Since the water is, of course, heavier than the gasoline, the gasoline always floats on top.

Compression of the gasoline reduces the lift of the craft, so a method of dropping weight in order to maintain equilibrium had to be found. This was done by using steel shot ballast.

The ballast is contained in two large tubs which are fixed to the bottom of the float. Each tub holds eight tons of droppable ballast and,



in an emergency, even the heavy tubs can be dropped.

The flow of the shot is controlled by a magnetic valve which, when energized, holds the shot in place. When the current is turned off, the shot is no longer magnetized and it is free to flow. This method insures very fine control of the craft's speed during the dive.

**THE SPHERE** is the real heart of *Trieste*. All the batteries, instruments and controls for the operation of the vehicle are located here. The interior diameter of the ball is a little over six feet. However, with all the normal equipment installed, the crew is left with approximately 17 cubic feet of working space. This is a little more space than you might find in a home refrigerator. Sometimes it is just as cold.

Two plastic observation ports are fitted in the wall of the sphere. One is the primary observation port, while the other, located in the entrance hatch, is used by the operator to observe the ballast flow from the after-shot tub. These conically shaped windows are nearly seven inches thick. The inside viewing area is only about three and one-half inches in diameter while the outside surface is almost 16 inches wide.

Since the underwater world is not blessed by the light of day below 1500 feet, *Trieste* has to carry her own lights into the depths. These are powerful mercury vapor lights which allow *Trieste's* crew to examine the ocean's floor in minute detail with the human eye and the camera. The three lights give the craft's crew a viewing area of about 30 by 20 feet at any depth.

Two small maneuvering motors are fitted to the top of the float to permit the bathyscaph to move in a limited fashion across the sea floor. The only reason the craft is not more mobile is that there isn't enough battery capacity to run higher-powered propulsion motors. It is a case of running the lights, cameras and instruments or running the motors.

There are plans to improve the capacity of the battery system and the efficiency of the motors.

**NOW LET'S GET DOWN** to the operation of *Trieste*. In normal trim, the craft has about 12 tons of buoyancy on the surface. This is provided by the flotation tanks which are located on each end of the float.



**BALL ROOM**—Sphere on bottom of *Trieste* holds observers & craft's controls.

While the craft is being towed on the surface, these tanks are filled with air. To make it dive, the vents on the top of the two tanks are opened, allowing sea water to flood into them, making the craft heavy enough to submerge.

By "heavy," we mean on the order of a few pounds. The bathyscaph is very carefully trimmed before leaving port. If it went down like a rock, it would take too long to get it under control and the crew might not be able to get good instrument readings because of the rapid rate of descent.

Access to the sphere is through the conning tower, topside, and down through the entrance tube which goes through the float to the sphere. Once the crew is inside the sphere and the heavy door is closed, the entrance tube is flooded.

The added weight of this water also helps send the craft down. The tube is flooded because it would cost too much in structural weight to make it pressure proof. In this way, it can be of the same light construction as the float as it, too, is fully equalized with sea pressure.

When the bathyscaph surfaces,

**TRIESTE** is seen on earlier mission.



the tube is emptied by means of compressed air which is stored in bottles in the sphere.

**ONCE THE END TANKS** are flooded, the sphere hatch closed, and the entrance tube flooded, *Trieste* makes a graceful bow or two as the waves flow over her and then slips from sight. In clear water, you can see her white outline down to 100 or more feet.

Inside the sphere, the crew is very busy and will stay that way for the duration of the dive. Continuous attention must be paid to the operating controls and the myriad dials and gauges connected with the scientific instrumentation.

Once on the bottom, the crew's attention turns to the observation port. Visual observations are recorded on the midget tape recorder while photographs are made with both still and movie cameras.

An external remote camera suspended below the float supplements the internal camera in giving a complete photo coverage of the bottom.

The trip back to the surface is not as productive as the descent, owing to the turbulence caused by the craft's passage through water.

Once back on the surface, the crew blows the entrance tube dry with compressed air and let themselves out of the sphere. At the same time, a work boat with an air compressor aboard comes alongside with an air hose to blow the water out of the end tanks.

When this step is finished and *Trieste* is sitting high in the water, it is ready for the tugboat to hook up the towing line for the trip home.



IN THE HOLE—Seabees place steel archways over snow tunnel that will house buildings at future Byrd Station.

# A City Under Snow

**S**EABEES OF OPERATION Deep Freeze have been snowed under in their construction work and soon a large part of Byrd Station will be in the same situation.

The Navy has been building a new under-the-snow base to replace the present Byrd Station that is being crushed by five years' accumulation of ice and snow. The new scientific base will bring a new

concept to inland station activities in Antarctica, using the knowledge gained since Deep Freeze began, and the old station was built, in 1956. New Byrd will have one large tunnel, with seven others branching from it. All will be under the snow. Inside these tunnels will be the buildings to house the Navy support personnel and scientists. Buildings will include one for recreation and

administration, a hospital, mess hall and galley, garage and work shops.

For scientific work there will be structures for the study of meteorology, geomagnetism, radio noise and a glaciology lab. Above the surface will be an aurora dome building, a shelter for the inflation and releasing of weather balloons, and a radar dome for tracking them.

The main pieces of equipment in

SNOWED UNDER—New Byrd Station is being built under the snow. *Rt.:* Bladed drum of Snow-Miller digs tunnel.



ALL HANDS





**SNOW FOOLING**—New station under snow benefits by past experiences.

the tunneling operation are two trench-cutting machines called Snow-Millers. These highly specialized units cut through the snow and ice to carve open trenches. From a distance the Miller in operation looks like an erupting geyser with a plume of snow marking the work in progress. Two revolving cutting drums mounted on the front of the machines open a swath four feet deep and nine feet wide. The snow is carried up and outward through two upright chutes.

Old Byrd Station, only six miles

away, is a dramatic contrast to the high, blue-white tunnels of the new base. The eleven buildings originally built on the surface for the International Geophysical Year (IGY) are now buried. All have been shored to reinforce the roofs that crack and groan as they slowly give way to the pressure overhead. Their steel girders and beams are twisted and bent.

In spite of the creaking and groaning of tons of snow pressing down overhead and the cracking sound of beams that are slowly giving way,

**BIG BITE**—Snow-Miller sends stream of snow and ice skyward as it tunnels its way in at Antarctica.

Navymen work on in the old base. Experience has taught them that cave-ins do not happen suddenly, but occur slowly and can usually be braced in time to prevent collapse of a building.

Supplies, equipment except for some heavy gear, and men have been airlifted the 850 miles from McMurdo eliminating the hazardous tractor train trips necessary to build old Byrd.

**INSIDE JOB**—Navymen scrape the loose snow from walls of main tunnel while building new base in Antarctica.



# Cold Country Doc

**“W**HOEVER SAID there are no bacteria in Antarctica is just plain wrong.”

That's the word from a Navy doctor who recently returned from the Antarctic. He was one of 13 doctors, including two dentists, serving in the scientific support operation.

LT A. Michael Pardue is the flight surgeon assigned to Air Development Squadron VX-6, and he's firmly convinced that wherever there are people or animals, there are bound to be bacteria. The Antarctic, which some sources have indicated is too cold to sustain bacteria, is no exception.

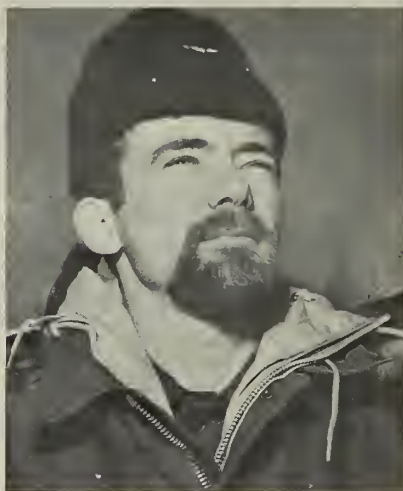
“For example,” cites the doctor, “men bring colds to the Antarctic from warmer climates. The cold germs spread from man to man, and before you know it the infected 80 per cent of newcomers have infected 20 per cent of the previous wintering party.”

Dr. Pardue's squadron is a unit of Task Force 43, which has the mission of supporting the U.S. scientific effort in the Antarctic.

When the group returned to the U.S., the doctor was able to provide a first-hand account of cold weather medicine and life at the bottom of the world.

LT Pardue, incidentally, became a cold weather doctor in an abrupt way. A year ago, while he was stationed in Rhode Island, he wrote a letter to Washington for information about Antarctic operations.

**IN SPITE** of Antarctic's frigid climate it still has problems with cold germs.



LT A. Michael Pardue, MC, USN

“Two weeks later, I received orders to VX-6.”

Before he headed south, he saw to it that the airdales were physically and mentally qualified for the isolated duty that faced them.

Each man had to pass a physical examination more strenuous than those given to submariners. However, color-blindness did not disqualify a man for Antarctic duty, since most color-blindness involves green and red. This is unimportant where everything is snow white, except for occasional dark patches of black or the deep brown sides of exposed mountains.

The doctor arrived on the Antarctic ice landing strip at McMurdo Sound in a VX-6 *Super Constellation* (R7V). There he established a canvas and wood medical clinic, small and barely equipped to meet minimum standards. Serious cases were to be referred to the main camp dispensary at McMurdo.

He remained on the landing strip for the entire summer tour with only a two-week break, and an occasional trip to McMurdo.

The runways are carved out of the bay extension of the Spain-sized Ross Ice Shelf, the largest mass of floating ice in the world.

From there, VX-6 planes flew to outlying stations in the middle of Marie Byrd Land and at the geographic South Pole.

During the peak of the summer support operation the population at McMurdo exploded to nearly 700 including scientists and military.

Nearly half the military were quartered in huts on the ice strip—thus the need for Dr. Pardue and his clinic.

The most common medical ailment the cold weather doctor treated was dry cough. Most of the men who complained of the cough came down with it during their first few days on the ice.

The cough was caused by the extreme dryness of the Antarctic climate and was aggravated by overheated huts and a general increase in smoking.

Dr. Pardue prescribed a soothing cough mixture, and the ailment usually disappeared as soon as the men became accustomed to the climate. This took about two weeks.

The doctor's first emergency situation came in late October when a WV-2 aircraft crashed at McMurdo while attempting to land.

The twelve men aboard the plane were given immediate first aid treatment. Four were listed in critical condition. They were flown by VX-6 helicopter to McMurdo's dispensary where more complete medical facilities were available.

In November the doctor was confronted with another emergency when a ski-equipped R4D *Skytrain* crashed in the Horlick Mountains, about 300 miles north of the Pole.

Doctor Pardue boarded an aircraft which flew him to Byrd Station, and he continued from there to the Horlicks.

The stranded crewmen of the crashed aircraft had radioed they were uninjured, but Dr. Pardue believed that the men might have minimized their injuries.

He examined the men and found them shaken, but fit, and returned to his vigil on the runways.

Just before Christmas the doctor flew to Pole Station to make a first-hand check on the effect cold weather and high altitude had on the men working there. Pole Station is 9200 feet above sea level and, at the time, the temperature was 20 degrees below zero.

He also evaluated the cold weather clothes worn by civilian scientists at the Pole, for an arctic research organization. He reported the clothing was lighter than, and as warm as, the gear worn by Navy-





men, but of a less durable quality.

After another term at his runway sick bay, Dr. Pardue went to Christchurch to take care of a diagnostic problem. This was accomplished within three days, but the limited availability of air transportation back to the ice, coupled with adverse weather between Christchurch and McMurdo, delayed his return.

As a result, the doctor had a two-week holiday.

Returning to McMurdo, "the days passed routinely."

All in all, he treated few injuries at the airstrip in the Antarctic, and ascribed it to the fact that the men selected for the operation had intensive pre-deployment training.

He was surprised at the limited cases of frostbite and snow blindness, but expressed concern over carbon monoxide poisoning, an ever-present danger in Antarctic expeditions.

Commenting on Antarctic food, the doctor said he would like to see more stress placed on proteins and less on carbohydrates. The men are well fed—their daily ration is one and one-half times as much as the average seagoing sailor's. Antarctic workers need the extra food to provide the energy which is needed in cold weather.

On the subject of bathing, once a week is a rule of thumb in the Antarctic. The unwritten order is routinely observed in an effort to conserve water which must be melted from snow. Also, a solid medical reason is that the climate dries the skin. Excessive use of soap dries the skin even more.

The doctor had kind words for the VX-6 para-rescue team—a group of men trained to parachute to the rescue of Navymen and scientists who might be downed in remote areas of the continent.

"When an emergency arises, the para-rescuers are ready to go. They have been instructed in advanced first aid and survival work."

LT Pardue also had a doctor's bag full of praise for Chief Hospital Corpsman Herman D. Harris. The work accomplished by Chief Harris in the Antarctic makes a story of its own.

Harris spent his tour at the Geographic South Pole Station where he was assigned to assist the camp's doctor.

When he arrived at the Pole Station he found the sick bay was small

(8 by 20 feet) and cramped with everything from aspirin bottles to a surgical table.

The Chief decided he needed more working room, so, after three weeks of digging medical supplies from the snow and conducting an inventory, he started to work on bigger sick bay facilities.

He selected a weatherized building which was not being used at the time, marked off an area about 28 x 20 feet, and started construction.

The Chief raided the camp "bone yard" and found plenty of lumber in the form of old crates, two-by-fours, and slightly used pieces of plywood.

He set up partitions in the empty building, dividing his area into five rooms, which included an 8-by-8 foot x-ray room, a combination laboratory and pharmacy of the same size, a storeroom for medical supplies and equipment, an 8-by-12 operating room, and a 20-by-12 doctor's office and sick call room.

The press of routine station activity and increased air operations precluded any outside assistance. Only when faced with the impossible task of installing a new overhead did Chief Harris call for help.

Three Seabees, fascinated with the success of the do-it-yourself corpsman, each devoted three hours of off-duty time to assist him.

Another problem was rounding up tile cement, but this was solved with the help of a Marine pilot and one of his crewmen.

To begin with, the Chief had asked suppliers at McMurdo to furnish him with the necessary cement, but two weeks passed and it didn't show up.



**IN SHAPE** — Life in Antarctica is rough but Navymen are conditioned.

To expedite delivery, Chief Harris then asked the Marine if he would look into the matter during his next visit to McMurdo. He returned with five gallons of asphalt cement, just what the Chief needed.

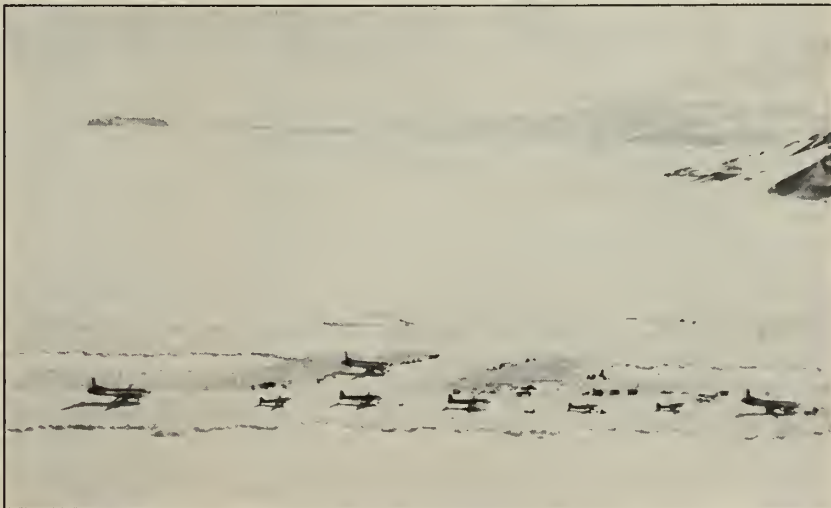
It wasn't until the Chief returned to McMurdo himself that he found how much interest his building project had gained outside of Pole Station.

On the cement problem, for example, he learned the Marine pilot had told his plane captain to get the needed cement and not to return to the aircraft without it.

To make it easier for the airman, it was indicated that no one would ask him where the cement came from. He doesn't say where he got it.

—Scot MacDonald, JOC, USN

**ON ICE**—NAF at McMurdo, where LT Pardue had his clinic, is on Ross Ice shelf.



Brief news items about other branches of the armed services.

A PRINTING MACHINE designed to reproduce colored maps by means of an "electrostatic process" is under development by the Army at Fort Belvoir, Va.

The heart of the process is a photo-conductive coating with the unique property of being an insulator in the dark and a conductor in the light. This combination results in the basic fundamentals required for electrostatic printing.

The present machine reproduces maps directly from miniature separation transparencies. This makes map reproduction possible in much less time than by the present lithographic process.

Studies and tests of the present machine are expected to lead to the development of a five-color electrostatic printing machine capable of reproducing 2000 multi-color maps per hour. The studies and tests are the first phase of a new system for map reproduction, storage and issue being developed by the Army Engineer Research and Development Laboratories to reduce the time for quantity map reproduction and to eliminate large stores of printed map copy.

★ ★ ★

THE U.S. AIR FORCE had its safest flying year in history during 1960. Compared to the Air Force's previous best year, which was 1959, the major accident rate was reduced 30 per cent; fatal accidents and destroyed aircraft each went down 40 per cent, and dollar losses showed a 19 per cent decrease.

In approximately 7.3 million hours of flying all over the world and under all kinds of conditions last year, the Air Force had only 425 major accidents, as compared to 672 in 1959. The number of major aircraft accidents per 100,000 flying hours dropped from 8.2 in 1959 to a new all-time record low of 5.7 in 1960.

"Particularly gratifying," reported the Air Force Chief of Staff, General Thomas D. White, "is the fact that fatal accidents decreased from 184 to 110. This, in turn, was reflected in reduction of pilot fatalities from 194 to 125 and total fatalities, military and civilian, from 375 to 274."

The Chief of Staff said in-flight mishaps which involved Air Force planes dropped from 32 in 1958 and 27 in 1959 to only 15 in 1960, an over-all reduction of 53 per cent. Most of these were aircraft flying in formation or on operational rendezvous such as in-flight refueling.

The total number of aircraft destroyed in air and ground accidents decreased from 472 in 1959 to 283 in 1960. Despite increased costs of modern, high-speed military airplanes, this represented a cut of 19 per cent in dollar losses due to accidents.

Military Air Transport Service also came in for special praise. Last year was the second consecutive year in which MATS had no passenger fatalities.

★ ★ ★

A FIELD X-RAY UNIT small enough to be carried in a medium-size suitcase has been developed for the U.S. Army. It operates through the use of battery-powered portable photoflash units—with the X-ray tube itself having the role of a visual strobe light.

Field medical units will find the new unit of great value in locating metallic or other foreign bodies in wounds, in diagnosing fractures, and in examining internal organs. The new unit provides a diagnostic X-ray at such speed that it will not blur during chest radiography while the patient is breathing normally—especially important when the patient is dazed or unconscious.

Up to now, supporting Army field hospitals, evacuation hospitals and Mobile Army surgical hospitals immediately behind combat divisions in the field, have had to use a unit weighing some 1000 pounds.

★ ★ ★

A RECENT TEST AND EVALUATION FLIGHT carried the Air Force's airborne command post/communications center, nicknamed *Talking Bird*, on a 45-day, round-the-world tour.

*Talking Bird* — a specially configured C-97E — visited Latin America, Africa, and both the Near and Far East during its flight. It was the final phase of a five-month test and evaluation program conducted for the Air Force by the Tactical Air Command.

Mounted in the aircraft were single sideband radios, a telephone switchboard, portable radios for remote airfields, and a complete command post with working and living space for eight men.

At various stops, and while airborne around the world, *Talking Bird's* crew tested direct voice and teletype contact with the Air Force Command Post in the Pentagon, and with other Air Force headquarters

**NICE CATCH**—An Air Force C-118 Packet from Hickam AFB, Hawaii, snags parachute to recover a *Discoverer* capsule.





around the globe. The Air Force expects that the knowledge gained from the tests will ultimately lead to improved aircraft control in providing emergency airlift support into remote areas with poor communications facilities.

★ ★ ★

**FUEL STORAGE** may no longer be a problem in the Arctic. The U.S. Army has pumped some 30,000 gallons of diesel oil into a huge ice reservoir 100 feet beneath the surface of the Greenland ice cap.

This oil pit, which has no lining of any type, is located at the U.S. Army Engineer Research and Development Detachment Ice Tunnel, Camp Tuto, Greenland.

Storage of the fuel in this large reservoir of solid ice will in no way detract from its purity. Since the sub-surface temperatures within the ice cavern remain at a constant 17 degrees Fahrenheit, moisture crystals and other matter freeze and settle to the bottom. Because of this, the Army believes that even after years of storage, the oil will still be as pure as the day it left the refinery.

The initial tests in the use of ice reservoirs for storing petroleum fuels were conducted by the Army Engineers in 1957. A small pit was cut in the ice in one of several tunnels and aviation gasoline was poured in for experimental storage. In October 1957, Arctic activities of the Engineers closed for the season. The following April, it was found that none of the gasoline had evaporated and tests showed it contained less moisture than when it was put into the pit six months earlier.

During the winter of 1961-62, fuel from the present reservoir will provide heating and other utility needs for the men of the Army Engineer R&D Detachment, who will work and be housed in the ice tunnel.

☆ ★ ★

**SUPPLIES WILL GET THERE** faster—much faster—after the completion of a current Air Force program to modernize the Military Air Transport Service (MATS).

The Air Force FY 1961 program called for the expenditure of \$30 million to develop a long-range jet transport with a maximum cargo capacity of 70,000 pounds and a capability of taking off fully loaded from a 6,000-foot runway.

The new plane will be powered with turbofan jets and can be loaded at truck-bed height. It will have a 20,000-pound cargo capacity for trans-Pacific flights and 50,000-pound cargo capacity for trans-Atlantic runs.

The military version of the big bird will have provisions for airdropping parachute troops and heavy equipment. It will be built in such a way that it will also be immediately certifiable by the Federal Aviation Agency as a commercial carrier.

★ ★ ★

**USE IT AND THROW IT AWAY!** Others are doing it, why not use the idea for ordnance? The Army is—for a new anti-tank rocket launcher.

The XM72 rocket grenade is being developed by the Army Ordnance Missile Command at Huntsville, Ala. It can be carried and fired by one man and comes in a throw-away carrying case which also serves as a launcher. Each grenade is fitted with a canvas sling to permit shoulder carrying. As many as four rounds can be car-



**JOINING TOGETHER**—Various stages of Army's Nike-Zeus missile are assembled at White Sands Missile Range.

ried in a canvas pack slung over the shoulder like a quiver of arrows.

The carrying case is 25 inches long and three inches in diameter. Its outer section is made of fiber glass and its telescopic inner section is aluminum. The inner section is extended before firing.

Propulsion is accomplished by means of a solid fuel motor which burns out before the rocket leaves the tube. Several narrow magnesium fins folded against the motor case spring out when the rocket emerges from the tube to stabilize the rocket in flight.

The weapon is aimed by means of a rear peep sight and a graduated sight imprinted on a clear plastic rectangle at the mouth of the launching tube. The firing mechanism is mounted on top of the launcher tube.

The warhead uses a newly developed explosive known as OCTOL which makes the rocket highly effective against tanks, armored vehicles, concrete bunkers, log emplacements and sand bag fortifications.



**NO BEAR GUN**—Army's Davy Crockett, a hand- or jeep-portable weapon, fires conventional or atomic warhead.

# Memorial Day—Throughout

ON A CERTAIN DAY each year, Navy ships and stations throughout the world display the national ensign at half mast from 0800 to 1220. The occasion is Memorial Day, 30 May. It is a day observed as a holiday by the armed forces, by most of the states and by possessions and territories of the U.S.

At noon of Memorial Day saluting ships and those naval stations having a saluting battery fire a salute of 21 minute-guns. Through such observances the Navy pays homage to its war dead.

Memorial Day dates back to the Civil War era. Two years after the war, women of Columbus, Miss., strewed flowers on the graves of Civil War dead, Confederate and Union alike. This gesture received nation-wide attention. Through the efforts of General John A. Logan, of the Grand Army of the Republic, the ceremony became more and more widespread. It is now carried out on a nation-wide—and in one sense, world-wide—basis. At first it

was known as Decoration Day, but later it came to be known as Memorial Day.

Among Navymen, both active-duty and retired, the observance are not restricted to gun saluting and half-masting of the colors. A long-standing practice of members of the Fleet Reserve Association for example, has been to observe the day with the "laying of wreaths."

In most cases this is a matter of casting a floral design upon the waters. It may be tossed from an underway ship or craft, or from an aircraft, or from a pier or seawall. At locations distant from the sea, the wreath will be placed at the base of some monument having local significance, or placed in the veterans' plot of a cemetery.

Coupled with these actions is the custom, in many places, of refurbishing the graves of those who died in their country's sea service. Such graves will then be marked with a smaller floral display or U.S. flag.

New England, the West Coast,

the Republic of the Philippines, Tokyo Bay, the Azores . . . these were some of the locations where, last year, Navymen held memorial services.

From the decks of the *USF Constitution*, in Boston, Mass., wreaths were tossed upon the waters of the harbor. A firing squad from the Marine Corps Barracks, Boston Shipyard, fired a gun salute as a Marine bugler sounded taps.

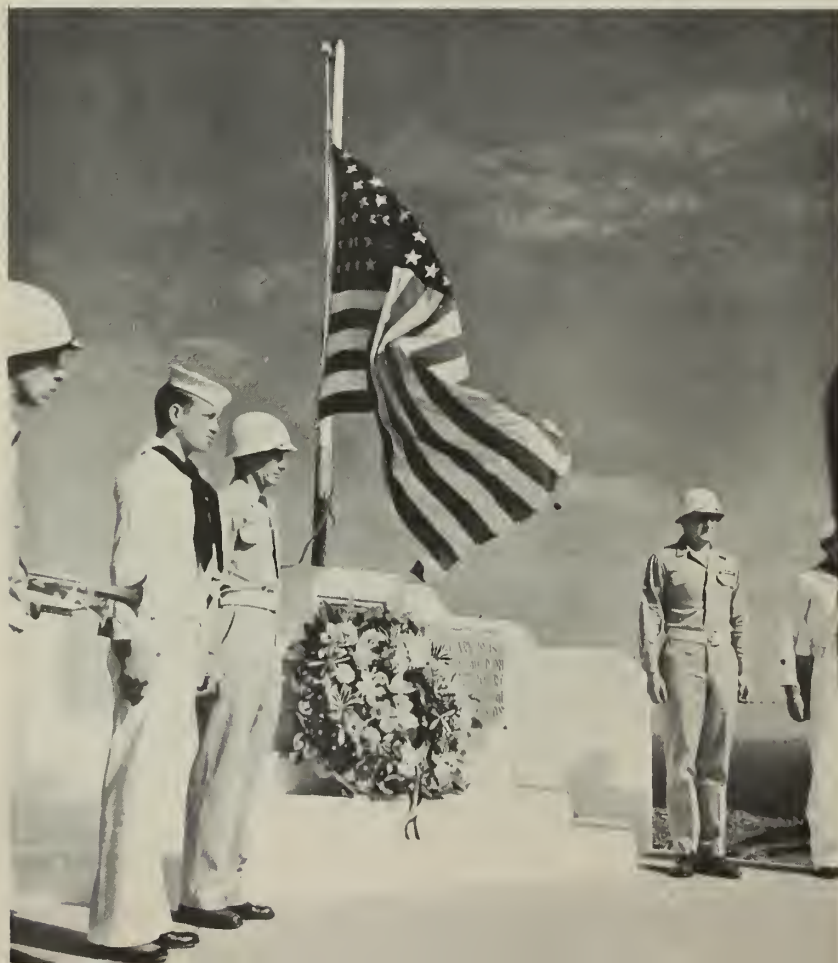
Across the country, at sea three miles south of Point Loma, Calif., another flowers-upon-the-waters ceremony took place aboard *USS Vamen* (DE 644). In the Pacific Northwest, at Tacoma, Wash., similar memorial ceremonies were held on board the submarine *USS Gurnard* (SS 254).

In Connecticut, at the mouth of the Thames River, the ceremonies were held on the fantail of the U.S. Submarine Base's tug *Matunak* (YTB 548). A sister large harbor tug, *Hisada* (YTB 518), played a similar role in Tokyo Bay. *Hisada* operates out of the Yokosuka Naval Base.

Ceremonies took place aboard even smaller craft. A motor torpedo boat from the Mine Defense Laboratory, Panama City, Fla., carried the participants to the wreath-tossing site on the Gulf of Mexico. At Monterey Bay, Calif., the ceremonies were conducted on board a large motor launch from the Post Gradu-

TAPS are sounded on the *Mississippi*.

MEMORIAL services are conducted by the military at monument on Iwo Jima.



ALL HANDS



# the World

ate School. A crash boat based at NATC Patuxent, Md., was the key vessel in ceremonies held on the Chesapeake Bay.

At some locations wreaths were dropped from aircraft. At Norfolk, Va., it was a helicopter from NAS Oceana. At Port Isabel, Texas, a helicopter from the local NAAS did the wreath-dropping honors. Navy copters also took part in the ceremonies at Jacksonville, Fla., and Whidbey Island, Wash.

Memorial Day observances were held at many waterside locations. They were conducted atop a levee at the New Orleans, La., Naval Station, in a ceremony in which a floral bouquet was tossed upon the Mississippi. They were held aboard a platform erected on the sunken battleship *Nevada*, in Pearl Harbor, Hawaii. In Napa, Calif., they were held on a bridge over the Napa River. At St. Petersburg, Fla., they were held at the Municipal Pier.

Navymen on duty at Terceira Island, Azores, took part in memorial services on the seawall of the small fishing village of Praia da Vittoria.

At various cemeteries throughout the country, wreaths were laid at monuments, memorials, or flagstaff bases. In Pensacola, Fla., for example, this was done at the war monument, Fort Barrancas National Cemetery. At Chico, Calif., it was



**ON THE WATER**—Wreath-laying ceremony on boat of Navy Mine Defense Lab, Panama City, Fla. Below: Navymen march at NAAS Port Isabel, Texas.

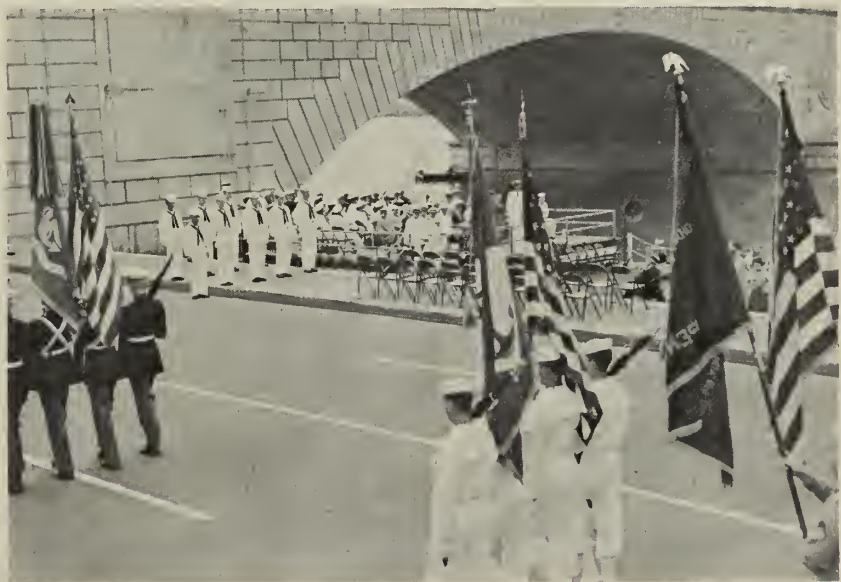
done at the Grand Army of the Republic monument in Chico Cemetery; while at San Antonio, Texas, it was done at the base of the flagstaff at the Fort Sam Houston National Cemetery.

Memorial Day ceremonies in the Washington, D.C., area are held in three locations. Two are in Arlington National Cemetery—at the base of the mast of the battleship *Maine* (now a memorial) and at the Tomb of the Unknowns. A third is held at the Watergate, which is alongside the east bank of the Potomac River, close by the Lincoln Memorial. This, too, is a flowers-upon-the-waters ceremony.

—Bill Miller, JOCM, USN



**IN MEMORY**—One of a group of boats cruises with colors aboard. Right: Navymen set to float wreath on Potomac.





ON THE TOW—Army crane is positioned behind *uss Current* (ARS 22) by harbor tugs at beginning of 4000-mile trip.

# Little Ship with a Big Pull

**A**SK ANY FLEET TUG skipper and he'll tell you—no tow is an easy tow—for every tow, regardless of size, is a calculated risk.

Nevertheless, the Army wanted a 1500-ton floating harbor crane moved from Pearl Harbor, Hawaii, to Naha, Okinawa—a distance of about 4000 miles—and the rescue salvage ship *uss Current* (ARS 22) was assigned the towing job.

When the report on what had to be done to prepare the crane for sea was completed, the craft was turned over to shipyard workers at Pearl Harbor. Under the supervision of experienced *Current* crewmen, the workers began a month-long job of welding, fastening and removing items listed in the report.

At the same time, LT G. J. Evans, USN, commanding officer of *Current*, along with staff members of the Pacific Service Force Headquarters, was studying the predictions of how

the crane would handle at sea.

It was determined that since the flat-bottomed craft had no skeg or rudder to help guide it through the water in the track of *Current*, it would sway at wide angles behind the ship. Should a quarter wind catch hold of the crane, it would move up alongside. In an effort to have maximum control of this possible situation, the group decided the crane would be towed some 500 yards aft.

Among the numerous problems and perhaps the most important—other than preparing the craft for sea—was the sailing course to Okinawa.

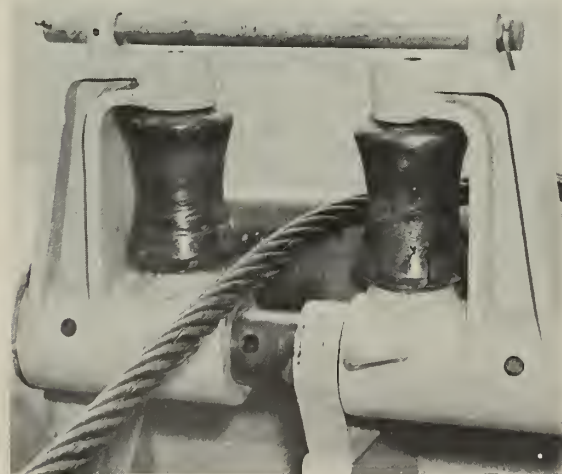
The southern route was decided upon even though the northern route was shorter by 1000 miles. The risk was too great to attempt to tow in North Pacific waters at this time of year and too, there would be no refueling stations along this way.

By taking the southern route, *Current's* speed would range around eight knots—three knots faster than by the northern route—and fueling stops could be made at both Kwajalein and Guam. The nearer the destination, the greater the importance of keeping near maximum fuel in the tanks, owing to entering the typhoon area.

The morning of 26 Jan 1961 marked the beginning of the tow, and *Current's* crew was confident of making a safe delivery. Fuel stops were made at Kwajalein and at Guam. Twenty-seven days after leaving Pearl Harbor, and right on schedule — *Current* steamed into Naha and delivered the crane to the Army.

With the risky towing job completed, *Current's* crew looked forward to ports-of-call during the remainder of the four-month Far East cruise. — Marc Whetstone, JO2, USN

RIG AND RIGGED—Two-inch cable connects ship to tow. Right: Fifteen hundred-ton harbor crane is rigged for sea.





# LETTERS TO THE EDITOR

## Half-Wellingtons for Chiefs

SIR: It seems to me the most recent edition of *Uniform Regulations* is vague on the subject of Half-Wellington boots. It's easy to see that officers are still authorized to wear them, but I cannot determine whether or not chiefs can.

If Half-Wellingtons are regulation for CPOs, why doesn't *Uniform Regs* say so in Chapter 6?—R.L.W., YNC, USN.

• *Half-Wellington boots are still authorized for both chiefs and officers. Chapter 6 (Male CPOs) of "Uniform Regulations" does not specify Half-Wellingtons by name, but does state in Art. 0630: "Officer-type uniforms worn by CPOs are the same as those described in section 3 of chapter 1 for male officers." There (0131.f) you can find the authorization for Half-Wellingtons.*

You should note that the manual lists uniform differences between chiefs and officers after the above quoted explanation. Half-Wellingtons, however, are not one of these differences.—ED.

## Statement of Personal History

SIR: When is a Statement of Personal History (DD-398) prepared for an officer's service record? How often should it be brought up to date? Is there any reason why a new one cannot be prepared whenever the old one is out-dated or contains insufficient or incorrect information?

*BuPers Manual*, Article B-2207 states that there will be one in an officer's service record, but does not say when it is to be prepared.—E. P. M., YN2, USN.

• *A Statement of Personal History (DD Form 398) is normally executed before an officer's commissioning and is incorporated into his service record. This practice began around 1954 and it is possible that some records do not contain DD Form 398. The form should be executed in such cases by officers below flag rank.*

There is no explicit provision for re-execution or up-dating of the service record copy of DD Form 398, since it is basically designed for use in conjunction with security investigation. Therefore, it would seem unnecessary to re-execute or up-date the form unless there were some specific reason for doing so, such as a need for cryptographic clearance, or initiation of a new security investigation.—ED.

## Change of Rate

SIR: I have two questions which concern changing my rate from YN2 to PN. First, if my change-of-rate request is approved, would I take the PN2 test the next time exams are adminis-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

tered (August 1961), or do I wait until I would normally be eligible for the YN1 exam (February 1962), and take the PN1 instead?

Second, assuming I take the PN2 exam, would I become eligible for PN1 two years from the date I successfully took the YN2 exam (February 1960), or would I have to wait for two years after I make PN2?—C.A.H., YN2, USN.

• *If your request were approved you would take the next PN2 exam. If successful, your rating would be changed in equal pay grade.*

*Time creditable toward service in pay grade for advancement to E-6 commenced on the date you were advanced to pay grade E-5 (YN2). In other words, if you pass the PN2 exam in August, you'll be eligible for PN1 the following February, as by then you will have served (for advancement purposes) two years in pay grade E-5.—ED.*

## "Contingency Option" Deadline

SIR: I never fail to find disagreement when the words "Contingency Option" are mentioned. Some instructions say a person must submit forms relating to his choice of options before the end of his 18th year of service. Others say he must sign them before 2400 on the date he completes his 18th year for pay purposes. Which is correct?

Also, what is a person's 18th year of service for pay purposes? I maintain it is the complete year before the day the person starts drawing 18 years' longevity pay. Am I correct?—T.L.A., BT1, USN.

• *To participate in the Uniformed Services Contingency Option Act you must choose your options BEFORE COMPLETING 18 YEARS for "pay purposes."*

*You're right on service for longevity pay. Example: If you were eligible for 18 years' longevity on 15 Nov 1960, the deadline for making your contingency option choice would have been 2400 the day before. BuPers Inst. 1750.1C is the authoritative reference.—ED.*

## Rates on ID Cards

SIR: There was an article in Change No. 4 to *BuPers Manual*, which was issued in November 1960, that has caused some confusion as to the issuing of liberty cards to personnel in pay grades E-6 through E-9.

Article C-6210 states that DD Form 345 will be issued to all personnel in pay grades E-1 through E-5. For other enlisted personnel, DD Form 2N (Armed Forces Identification Card) will normally suffice to cover absences not classified as leave.

Several first class petty officers at this command have asked how they can be identified when their ID card does not indicate grade for first class petty officers.

Change No. 4, Article B-2103, changed the grade identification for pay grades E-7 through E-9, but not for first class petty officers.

Is the Bureau anticipating a change to indicate on DD Form 2N the pay grade for E-6 personnel instead of the word "Petty Officer"?—R.D.S., PN2, USN.

• *Article B-2103, "BuPers Manual," is being revised in Change No. 5 to require enlisted grades to be entered on the DD Form 2N (Armed Forces Identification Card) as follows:*

*Pay grades E-1 through E-3—Non-Petty Officer.*

*Pay grades E-4 through E-9—PO3, PO2, PO1, POC, POCS and POCM, as appropriate.—ED.*

SIR: I understand that some ships and stations are no longer issuing liberty cards to PO1s and above. What's the word on this?—E.T.H., TM1, USN.

• *It will be true as soon as your ship or station gets the word. This may be found in Change No. 4 to the "BuPers Manual" (dated 7 Nov 1960).*

Article C-6210 points out that the liberty card "Armed Forces Liberty Pass" (DM Form 345), which is the only pass issued to cover absences of enlisted personnel not classified as leave, will be issued to personnel in pay grade E-1 to E-5.

The article continues: "For other enlisted personnel, the DD Form 2N (Armed Forces Identification Card) will normally suffice to cover absences not classified as leave."

Another change is in the mill. Article C-6201 is being revised to include pay grade E-5 as not requiring a liberty card. Article B-2103 is being revised to require PO3, PO2, PO1, POC, POCS or POCM to be entered on the ID card of those in pay grades E-4 to E-9. This will provide recognition for all petty officers on liberty and not in uniform.—ED.





**BACKFIRING** — The destroyer *uss Parsons* (DD 949) is one of the first U.S. warships with guns arranged to provide more firepower aft than forward.

### How Many Steps to Judo?

SIR: I came across the October 1960 issue of *ALL HANDS* only recently. In the article on page 39 (Navy Judo Expert) there seem to be a few discrepancies, as follows:

Quote—13th step, just four rungs from the top in judo hierarchy, at the age of 23—unquote. Where does Airman Wrobel begin counting his "steps," anyway?

If, for example, he started as a beginner and advanced 13 steps, this would bring him up to and including the eighth grade of a graded black-belt *Judoka*. If this were so, and he was "just four rungs from the top," he would have to progress to the 12th grade of black belt. This is impossible—there are only 10 grades of black belt. If, on the other hand, he started counting from the first grade of black belt, he is stating that he is now 13th grade reaching for 17th grade black belt. He will have quite a way to reach, since,

as I have already pointed out, it would be impossible to attain.

A correct listing of judo grading is as follows:

#### Beginners

Gokyu	5th kyu	White Belt
Yonkyu	4th kyu	White Belt
Sankyu	3rd kyu	Brown Belt
Nikyu	2nd kyu	Brown Belt
Ikkyu	1st kyu	Brown Belt

*Ikkyu* is the highest class of beginners. Normally all beginners wear a white belt, and are only awarded a *kyu* starting from *Sankyu*. It is not necessary to advance through the different classes of brown belt before being graded to black. A person may advance directly from white to first grade black-belt status.

A graded *Judoka* wears a black belt. There are ten grades, as follows:

Shodan	1st dan	Black Belt
Nidan	2nd dan	Black Belt
Sandan	3rd dan	Black Belt
Yondan	4th dan	Black Belt
Godan	5th dan	Black Belt
Rokudan	6th dan	Red and White Belt
Shichidan	7th dan	Red and White Belt
Hachidan	8th dan	Red and White Belt
Kyudan	9th dan	Red Belt
Judan	10th dan	Red Belt

The black belt is usually worn by all graded *Judoka*. However, the red and white is sometimes worn by the high grade holders as a mark of distinction during exhibitions and ceremonies.

The above system of grading is used by the Kodokan Institute of Judo, Tokyo, Japan. As a first-grade black belt (*Shodan*) and a member of the Kodokan Institute, I found the article most amusing. I just wonder whether *ALL HANDS* misquoted Airman Wrobel, or whether the Airman is setting himself higher than the founder of judo, Professor Jigoro Kano.—R. L. Bruncati, GYSCT, USMC.

• Turn us loose, Gunny — 'tweren't

our fault. The article in question was based on information supplied to us by Airman Wrobel's duty station, which, presumably, got it from Wrobel himself. And we swore never to argue with anyone who knew judo—until we had a few lessons ourselves.

It may be that, rightly or wrongly, Wrobel was referring to some different (and obscure to you) form of grading than the one you outlined so thoroughly and impressively in your letter. What say, Airman Wrobel? Or any of you experts?

In any case, we also make it a point never to argue with an expert on a subject with which we are not familiar, particularly if he is a Marine. Sankyu.—Ed.

### Boatswain's Mate

SIR: Increasingly of late, I have been hearing active duty BMs speak of themselves as "boat swains." That is, they pronounce each word separately. And I have heard men of other ratings, as well as line officers, use the same lubberly lingo.

Does this mean the Navy is becoming so completely chairborne that true sailorsmen, bo's'n's mates included, are to be found only in Fiddler's Green?—P.A.H., CAPT, USNR (Ret.)

• Except in jest, or on some TV plays, we haven't heard BMs called "boat swains." Unless our ears are deceiving us, the common pronunciation is still "bosun" or "bos'n" or "boatsun." In the latter case the "t" is almost silent.

No matter how you pronounce the name, the BMs of today's Navy are A-1 seamen and top-rate sailormen. And when they pass away, they can stand shoulder to shoulder with the old-time bo's'n's in Fiddler's Green.

(It's been nigh on to 12 years since *ALL HANDS* carried the word on Fiddler's Green. For the benefit of those newcomers who have not yet heard of this place, it is the sailor's traditional concept of paradise and, so far as we know, is

### Ship's Bell and Whistle

SIR: Who is assigned the duty of shining the ship's bell and the ship's whistle?—J.F.E., Jr., HM3, USN.

• Traditionally, the ship's cook shines the ship's bell and the ship's bugler shines the ship's whistle.

In practice the ship's bell is usually maintained by a man of the ship's division charged with the upkeep of that part of the ship where the bell is located. In such a case a deck seaman or quartermaster striker or signalman striker would have the bell-shining duty.

The same would hold true for the ship's whistle—provided the whistle is of a material that can be left exposed and unpainted.—Ed.

### Anchor Ball

SIR: Aboard our ship we signalmen are having a discussion about the display of the anchor ball.

Some say it should be taken down at sunset. Others maintain that it should be left up during the entire period the ship is at anchor. That is, it should be displayed both day and night. Could you enlighten us on this?—T.T., SM3, USN.

• The sections of the "Rules of the Road" that deal with display of the anchor ball (a black ball at least two feet in diameter) use the words "between sunrise and sunset." This would indicate that at sunset (when the anchor lights are turned on) the anchor ball should be hauled down.—Ed.



the only heaven claimed by an occupational group as its own. It is restricted to sailors and to those who would help make the sailor's after-life even more delightful.

(In *Fiddler's Green*, there is no reveille, but there is lots to eat all day long, plenty of shore duty, and everything is free. There is no waiting in line, and all uniforms are non-regulation. The principal occupation is singing—if you like to sing—and dancing with lovely ladies.)

Ah, well. Back to the old typewriter.  
—ED.

### Selections of Chiefs for LTJG

SIR: The one-shot selection of 18-and-one-half-year CPOs to LTJG (LDO-T) poses a situation on which I would appreciate some concrete information.

I was selected for WO-1 from the 1958 applicants under the annual LDO-WO program. Subsequently, and prior to my appointment to WO-1, I was selected from this group, by a special board, for Ensign, LDO-T. I accepted appointment with a date of rank of 1 Jan 1960.

When the 18-and-one-halfers are appointed LTJGs (presumably with a date of rank of 1 Nov 1960), they will automatically become senior to my group without examination and competition against the regular annual applicants. These men appear to be a group who have either applied previously and failed selection, or who did not take the initiative to apply at all under the annual LDO-WO program.

I have been informed that year group 1959 LDO-T selectees will not be affected by this one-shot CPO to LTJG program, since the 18-and-one-halfers will be at the point of retirement when we reach the LCDR selection stage. This does not alter the fact that these men will be our seniors for many years in the interim.

—ENS W.D.R., USN.

- The CPOs with 18-and-one-half years of service who are selected for appointment as LTJG under the provisions of Alnav 26, will be assigned dates of rank of 1 Dec 1960. They will, therefore, become senior to your group, which was appointed ensign on 1 Jan 1960.

These CPOs, who possess technical skills gained through some 20 years' experience, are too old to be commissioned as ensigns. By making the higher commissioned grade available to them, the Navy expects to retain many men who might otherwise be transferred to the Fleet Reserve, and, at the same time, fill an urgent need for additional highly trained junior officers.

And you must remember one other point. During the years in which these CPOs were eligible to apply under the LDO program, their chances of selection were slimmer than they were when you were selected, and during those



**NO LIGHTWEIGHT** — The 10,670-ton guided missile light cruiser *uss Little Rock* (CLG 4), formerly (CL 92), is equipped to fire *Talos* guided missiles.

same years, there was a limit as to how many times one could apply for such consideration.

A random examination of records of these CPOs reflects exceptionally high caliber individuals, many of whom had repeatedly been recommended by their commanding officers for officer status. The Chief of Naval Personnel is confident that the capabilities and experience of this group of men will make the seniority factor relatively unimportant.

Rank inversion is not new as you well know, and since it is happening at this point, it should not be detrimental to your career.—ED.

### Designating Class of Warship

SIR: I have noticed what may be a mistake in the article "Cruisers Are Better Than Ever" in the December 1960 *ALL HANDS*. On page 4 it says *uss Des Moines* (CA 134) is a *Salem*-class cruiser. Since *uss Salem* (CA 139) has

a higher number, shouldn't it be the other way around?

Also, *Des Moines* was not only launched six months earlier than *Salem*, but was also commissioned (17 Nov 1948) six months earlier than *Salem*.

Why, then, shouldn't that class of heavy cruiser be called the *Des Moines* class?—W.A.S., RD1, USN.

- There has long been considerable confusion as to which ship was in whose class. It's still the *Salem* class, however.

In designating a class of warship, the main point of reference used by BuShips officials is the date the contract was let for a given ship—and not the keel-laying, launching, or commissioning date. It so happens that *Salem* was contracted for in June 1943, while *Des Moines* was contracted for in September of that year.

The contract for the third ship of this class—*uss Newport News* (CA 148)—was awarded in April 1944.

In this connection, the 1956-57 edition of "Jane's Fighting Ships" calls them *Des Moines* class cruisers, but more recent editions call them *Salem* class cruisers.—ED.

### Stars on Combat Aircrew Wings

SIR: A controversy has been raging for several years concerning the original requirements for stars on combat aircrew wings. I would appreciate it very much if you could tell us what the original requirements were.—D.K.F., ATCS, USN.

- According to BuPers Circular Letter No. 90-43 of 29 May 1943, unit commanders authorized individual combat stars for air crew members who:

Engaged enemy aircraft, singly or in formation.

Engaged armed enemy combatant vessels with bombs, torpedoes, or machine guns.

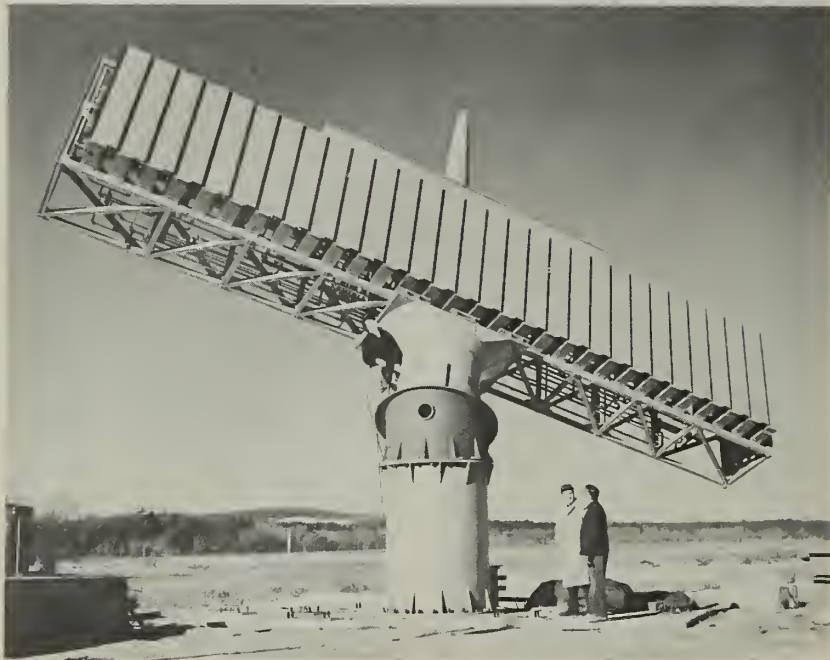
Engaged in bombing or offensive operations against enemy fortified positions.

Will this settle the controversy?<sup>2</sup>—ED.



**LONG CRUISE**—VADM E. W. Grenfell presents Letter of Commendation to W. H. Pratt, TMC, who was detached from *uss Cubera* (SS 347) after 15 consecutive years in the sub.





**KING SIZE**—New sea-going radar, designed to baffle enemy attempts to jam it and give early warning of air attack, weighs ten tons, has 40-ft. antenna.

### The Battles of Bunker Hill

SIR: Can you give me some information on USS *Bunker Hill* (CV-17)? I would like to know its history and its location at the present time.

I know many older carriers were scrapped but I think *Bunker Hill* was in the Korean conflict.—R.S., ex-USN.

• *Bunker Hill*—now AVT 17—was the ninth carrier of the *Essex* class of 1940-1941 and the first Navy ship named for that famous battle. She was launched on 7 Dec 1942.

She saw her first action in an air attack on Rabaul, New Britain, in November 1943 when she took a heavy toll in Japanese planes and shipping.

Bloody Tarawa was next on her list. The carrier's planes struck at dawn on 17 November and completely wiped out enemy air facilities and destroyed all planes. All day long, they pounded dugouts, gun emplacements and shore installations.

Next day, Marines went ashore to root out the remaining Japanese, with *Bunker Hill*'s planes furnishing what support they could. At nightfall, 16 enemy bombers attacked the invasion fleet. Six were seen to fall to *Bunker Hill*'s antiaircraft fire.

In December, she inflicted considerable damage on enemy shipping at Nauru in the Gilbert group and on Christmas Day, struck the important enemy base at Kavieng on the northern tip of New Ireland. Here *Bunker Hill* and the task force wreaked havoc on harbor shipping and turned away unscathed. Halfway back to base, however, information was received that new shipping was at anchor in Kavieng Harbor with other ships arriving.

The second strike came on New Year's Day with 20 to 30 enemy aircraft shot down as a result.

In mid-January 1944 *Bunker Hill* put to sea again, headed for the Marshall Islands to hit Kwajalein, Ebeye and Eniwetok Atoll, where massed Japanese bombers were destroyed on the runways.

*Bunker Hill* next headed for the major Japanese fleet base of Truk in

### Bushnell Has Lots of Stars

SIR: It seems the new STAR program is working very efficiently on board USS *Bushnell* (AS 15) at Key West, Fla.

Between November 1960 and March 1961 *Bushnell* had 26 STAR reenlistees. Also during this period, 24 career men shipped over.

Over-all, out of the 106 men who were processed, 50 reenlisted, a rate of slightly over 47 per cent.

However, this is just the beginning. We plan on an even larger ship-over percentage during the next three months.—J.M.P., PN2, USN.

• We'll be watching for a report.

Your reenlistment record appears to be evidence of the interest the STAR program has drummed up among men who might otherwise leave the Navy. (This program—Selective Training and Retention—was introduced last year. It guarantees an appropriate school and automatic advancement for eligible first termers who reenlist to attain career status. The STAR procedure is outlined in BuPers Inst. 1133.13.)—Ed.

the Caroline Islands. On 16-17 Feb 1944, her planes took off, smashing shore installations and sinking the ships which crowded the lagoon. Such ships as could, tried to escape, but tactical surprise was complete and damage to the enemy was great.

One of the ships attempting to escape was the Japanese light cruiser *Naka*, which was sent to the bottom by *Bunker Hill*'s torpedo squadron.

The carrier continued to cover herself with glory at Tinian, Woleai, New Guinea, Saipan, Pagan, Guam, Iwo Jima, Haha Jima, Chichi Shima, Palau, the Philippines, Leyte, Okinawa, Formosa, Cebu and Saipan.

Her planes, with those of other American carriers, did a magnificent job in turning back and destroying four massive waves of several hundred enemy planes before they reached her carrier force. On 20 Jun 1944, her planes joined in a strike on the fleeing Japanese First Mobile Fleet, scoring hits on an enemy battleship and assisting in sinking the carrier *Hiyo*. One torpedo was observed to catch one of the destroyers.

On 7 Apr 1945, *Bunker Hill*'s planes inflicted even heavier blows on the Japanese fleet. Planes from the carrier assisted in sinking the battleship *Yamato*, the light cruiser *Yahagi* and four destroyers, and left two destroyers in flames.

On 30 Jun 1946, *Bunker Hill* was awarded the Presidential Unit Citation for "Extraordinary heroism in action against enemy Japanese forces in the air, ashore and afloat in the South, Central, Southwest and Western Pacific from 11 Nov 1943 to 11 May 1945."

During her career, she shot down 430 planes in the air, destroyed 230 on the ground and sank 140,803 tons of enemy shipping. The ship's antiaircraft guns shot down 20 enemy planes.

She earned 11 battle stars on the Asiatic-Pacific Area campaign medal.

On 9 Jan 1947 she was placed out of commission, in reserve, attached to the U.S. Pacific Reserve Fleet. She has remained in reserve ever since.—Ed.

### Authorized Pro Pay

SIR: While checking the Quiz Aweigh answers for November, I noticed what may be an error in ALL HANDS. According to the answer in Question 3, the authorized pro pay for P-1 is \$50 a month while for P-2 it is \$100.

Would you please clarify this? At present, as a P-2, I am receiving pro pay of \$60—not \$100—a month. And while a P-1, I received pro pay of \$30—not \$50—a month.

—F.W.D., RM1(SS), USN.

• Always glad to clarify any pay matter. Proficiency pay came into being with Public Law 85-422. Under that law, the Secretaries of the armed services are authorized to pay pro pay



## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, All Hands Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four months in advance.

- *uss Memphis* (Armored Cruiser No. 10)—A reunion is scheduled at the Emerson Hotel, Baltimore, Md., 27-30 August. For details write to Sam Worth, 4019 Stillmore Rd., Cleveland 21, Ohio.
- *uss New Mexico* (BB 40)—The fourth annual reunion will be held on 5 August at the Lafayette Hotel, Long Beach, Calif. For additional information, write to D. J. Cady, 632 Raycroft Ave., Long Beach, Calif.
- *uss Washington* (BB 56)—A reunion is scheduled for 1-4 July at the Sheraton-Jefferson Hotel, St. Louis, Mo. Write to Harry Midkiff, 483-12th St., Brooklyn 15, N. Y.

- *uss Yorktown* (CV 10)—Two reunions are planned this year. The East Coast reunion will be held 2-4 June at the Belmont Plaza Hotel, New York City. For details write to James T. Bryan, Jr., 67 Wall St., New York 5, N. Y. The West Coast reunion is scheduled for 9 June at the Lafayette Hotel, Long Beach, Calif. For more information write to Larry Raymond, 959 Crenshaw Blvd., Los Angeles 19, Calif.
- *40th Seabees*—The 17th reunion is scheduled for 6-8 October at the Hotel Whitcomb, San Francisco, Calif. For details, write to Lyle A. Bramson, 15 Crane Dr., San Anselmo, Calif.
- *93rd Seabees*—the 12th annual reunion will be held 31 August-2 September, at the La Salle Hotel, South Bend, Ind. For information, write to Edwin Pearson, RR #3, Plymouth, Ind.
- *Tufts College Navy Class, June 1946*—A reunion will be held at Tufts

University from 8-10 June. For more details, write to Ray Mur, 304 Colony St., West Hempstead, L.I., N.Y.

- *uss American Legion* (APA 17)—All who are interested in attending a reunion may write to Nick Bongiorno, 688 Clifton Ave., Clifton, N. J.
- *uss Des Moines* (CA 134), *'Mike' Division*—A reunion is being planned for the crew of "M" division serving from 1955 to 1958. For more details, write to Harold Houghton, 54821 Charles Ave., South Bend 28, Ind.
- *uss Vincennes* (CA 44)—All who are interested in holding a reunion may write to LT L. P. Mooney, USNR (Ret), 160 Main St., Kingston, Mass.
- *VF 12*—A reunion is being planned for all officers who served in 1943 in Fighter Squadron 12, on board *uss Saratoga* (CV 3), in Pensacola, Fla., early in June. For details, write to Marvin Harper, 537 Riverside Ave., Jacksonville, Fla.

not to exceed the maximum rates prescribed in the law. These rates are \$50 for P-1, \$100 for P-2 and \$150 for P-3.

Each year the Secretary of Defense prescribes the authorized pro pay rates for all the services. The rates for the fiscal year 1961 program are \$30 for P-1 and \$60 for P-2.

The implementing regulations for pro pay in the Navy are contained in BuPers Inst. 1430.12B.—ED.

### Dewey Is in Which Class?

SIR: In your January issue you referred to *uss Dewey* (DLG 14) as being the first in both the *Farragut* class and *Coontz* class of guided missile frigates.

Which is it?—C.L.O., PNC, USN.

• *Dewey* was the first ship of the *Coontz* (DLG 9) class to be commissioned.

At one time, under Ship Characteristics Board Project 129, there was to have been a *Farragut* class, and these ships were started as destroyer leaders, DL 6 class. However, they were changed to DLG (guided missile frigate type) ships during their construction period by Ships Characteristics Board Project 142. Apparently the former designation caused the mix-up.—ED.

### Record Time Overseas

SIR: *uss Des Moines* (CA 134) was deployed as Sixth Fleet flagship in the Mediterranean for 33 consecutive months. She returned to the U.S. in March 1961 after some 37 months in Mediterranean waters.

As a result of this cruise, (her last before going into the Reserve Fleet) I wonder if she set any records. Can you answer the following questions for me?

- a. Has any U.S. Navy cruiser ever

been deployed with any Fleet for more than 37 consecutive months without returning to the States?

b. Has any U.S. Navy cruiser held a Fleet flag for longer than 33 consecutive months?

c. Has any U.S. Navy cruiser been homeported overseas for longer than 33 months?

d. Has any homeward-bound pennant been longer than *Des Moines*? Ours was 272 feet long.

If our ship didn't set a record for these items, we are interested in the ships that have beaten us.—M.C.M., LTJG, USN.

• Your ship has been outdistanced on all counts by at least one ship, *uss Augusta* (CA 31). She was deployed to

the Asiatic Fleet as flagship in 1933, and didn't return to the United States until November 1940.

During the seven years in Asiatic waters, *Augusta* cruised in the area of China, Southeast Asia, Japan, the East Indies and the Philippines. She was involved in some rather delicate situations during that time. A certain Captain Chester W. Nimitz, who was later to become well known in naval history, commanded *Augusta* during part of her deployment.

When *Augusta* finally returned to the United States in 1940, she was flying a 700-foot homeward-bound pennant.

We hope you don't feel too unhappy about this. At least your ship's record was surpassed by another cruiser.—ED.

**BACKING IN**—Attack aircraft carrier *uss Hancock* (CVA 19) eases into dry-dock at Yokosuka in an unusual stern-first entry for work on aft section.



**Little Tug, Big Tow**

SIR: On 3-4 October the Essex-class carrier *uss Philippine Sea* (AVT-11) formerly (CVA-47) was towed from the Long Beach Group, Pacific Reserve Fleet, to be placed in mothballs with the San Diego Group, Pacific Reserve Fleet. The job took a total of 24 hours including pick-up and delivery time for the 92-mile trip. *uss Chowanoc* (ATF-100) did the work.

*Philippine Sea* displaced 26,000 tons on the trip. Although it may not have established an all-time record, this was the heaviest tow accomplished by a Pacific Fleet ATF in recent years.

According to a San Diego television commentator, she is the heaviest ship ever to be towed through San Diego Harbor.

This job was another highlight in the career of *Chowanoc*, a 16-year veteran with an illustrious record that includes the shooting down of four Japanese planes during World War II.

The present crew is proud to add to this tradition.—R. J. F., LT, USN.

• *Chowanoc did indeed do her job well during WWII—also during the Korean conflict. She received four WWII battle stars and one for Korea.*—Ed.

**Training Parachute Riggers**

SIR: I am aware that personnel shortages are causing problems all over the Navy, so I'm not claiming the situation in my squadron is unique. However, here's my problem.

The squadron is split up, with six planes in the Med, and six at Sanford, Fla. We recently lost a parachute rigger third class through discharge, and now have just one PR2 in the Med, and one first class (me) at Sanford—hardly adequate for better than 60 parachutes, and 80 to 90 flight personnel.

Now to look on the brighter side of things for a moment—I do have two

**Souvenir Books**

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

*Mobile Construction Battalion Four* is publishing a cruise book which covers its Guantanamo Bay deployment of 1960 and also Detachment Kilo's work during the past year.

Anyone who would like a copy of the cruise book should send \$5.00 (by postal money order) to: Editor, Cruise Book, USN MCB Four, c/o Fleet Post Office, New York, N.Y.

very hard-working and efficient non-rated men working for me in the parachute loft. They both want to be parachute riggers, and I would like to qualify them right here in the squadron, by letting them perform their practical factors in accordance with NavPers 760. However, our I & E office tells me that these two men cannot take the examination for third class PR until after they have completed Class "A" PR school. If we were to send them to school, though, they would be ordered on a non-returnable basis—and there I'd be.

I don't see why attendance at the Class "A" School, in order to go up for third class, should still be mandatory, since I've received unofficial word that making a parachute descent is no longer a requirement at the school. It seems to me that it was the parachute descent, and not the school itself, that was the requirement for third class in the *Qualifications Manual*.

New subject—packing and installing drag chutes. I am of the opinion that

drag chutes should be delivered to the loft for packing, but that aviation structural mechanics should actually install them in planes. In other words, PRs should decide if the chutes are in satisfactory condition for reuse, and AMs should hook them up, so as to be able to recognize any faulty or out-of-tolerance linkage or doors.

What is your opinion on this?—A.W., PR1, USN.

• *Since you ask our opinion—we agree with the contention contained in your last paragraph. Packing and installing drag chutes is not in the PR quals as listed in NavPers 18068. However, item B.1.1. of the PR rating quals reads "Inspect and pack parachutes"—this should refer to all types of chutes, including the drag type. This is a similar situation to that involving the ejection seat chutes, since it involves part of the structure of the airplane.*

Now in regard to your personnel problem, we must inform you that however praiseworthy we consider your efforts to qualify your men for advancement and, at the same time, to retain their productive services for your squadron, you're out of luck.

While change 16 to NavPers 18068 removed the jumping requirement from the PR rating, PR Class "A" School is still required for advancement to PR3, in accordance with Part II, Para. Two of BuPers Inst. P1430.7D.—Ed.

**PO's Grade on Retirement**

SIR: In 1950 I was a PO1 in the Naval Reserve, but dropped to PO2 in 1954 when I went into the Regular Navy.

Here's my problem: Will I be able to retire as a PO1—the highest rate I held?—W.C.W., EOH3, USN.

• *No. If you retire, you do so in the grade you are holding at the time of retirement. The same holds true if you transfer to the Fleet Reserve.*—Ed.

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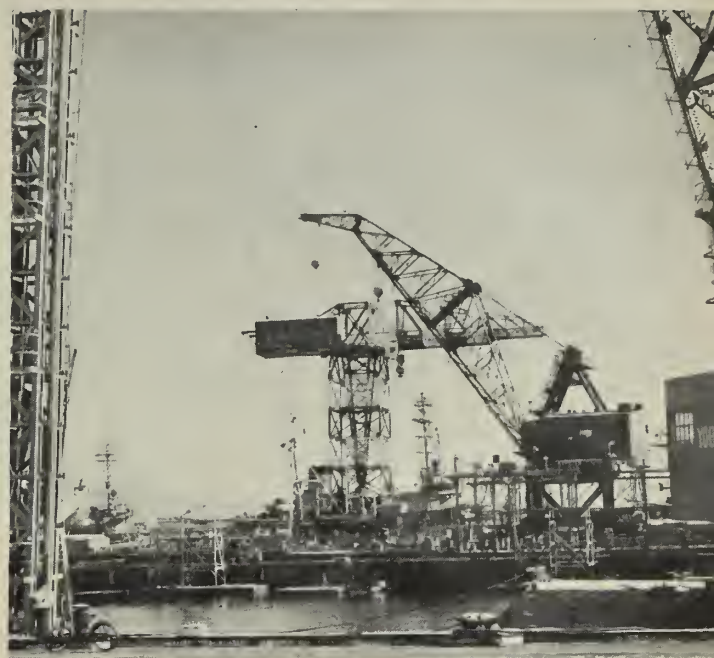
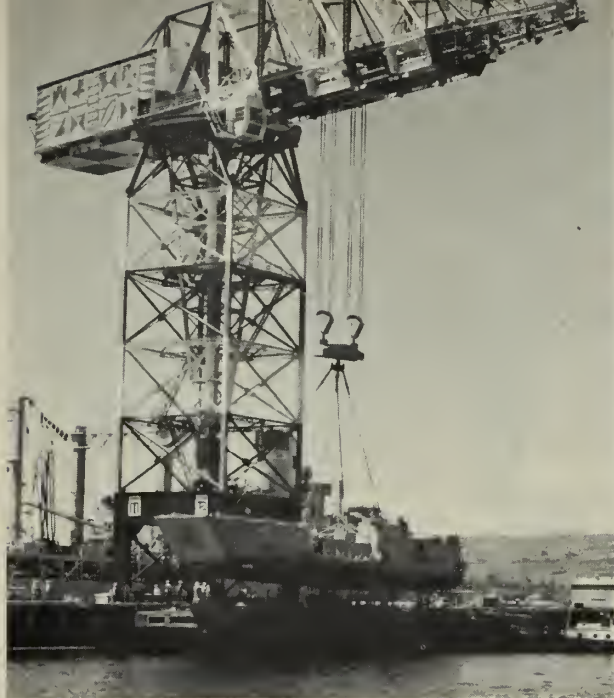
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**MUSCLE MEN**—Hammerhead lifts LCU. Rt: Cranes tower over repair basin. Below: Crane picks up 72-ton transformer.

## Hawaiian Weight Lifters

**O**UT PEARL HARBOR WAY there is a group of champion weight-lifters, but although they are tops in their field you'll never read about them on the sports pages.

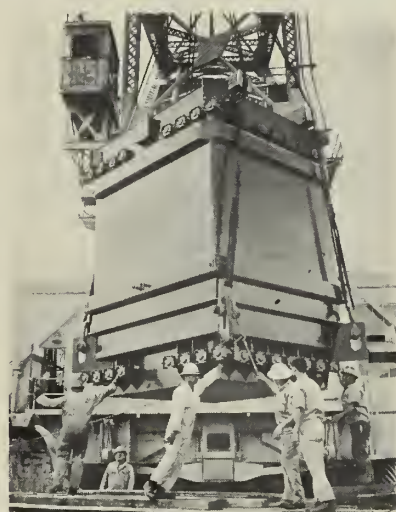
They are the 127 assorted members of the hard-working crane family situated throughout the Naval Shipyard. The cranes range from half-ton capacity shop hoist cranes to the massive 200-ton capacity hammerhead crane, with a Hawaiian tapa cloth design, that is a landmark on Pearl Harbor's skyline.

Included in the shore-based group are 21 portal cranes and 55 bridge

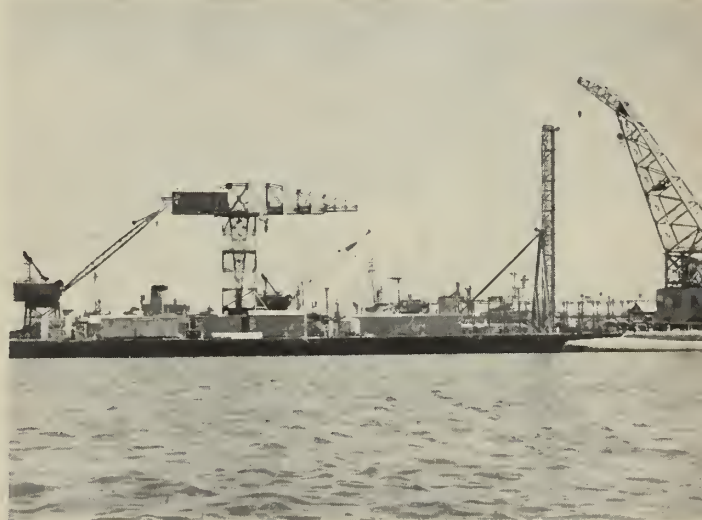
cranes that travel in and out of large shops on overhead tracks. Under the skillful hands of their operators the portal cranes can precisely align hundreds of three-and-a-half-ton keel blocks for a ship overhaul, or wheel up to a dock's edge and lower a new boiler into a ship.

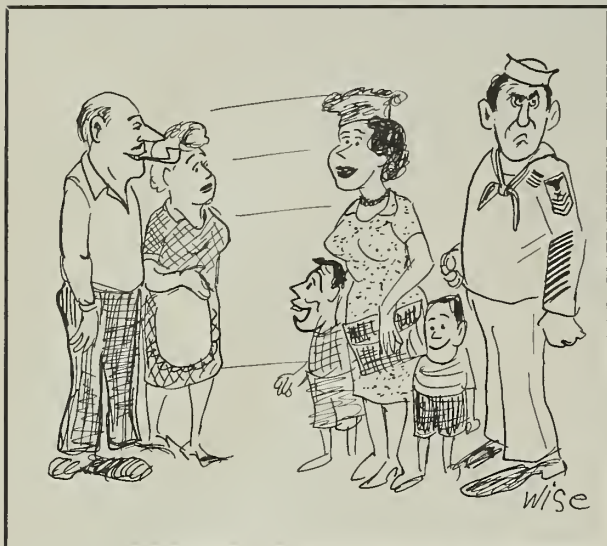
The skill required to swing one of these giants in the right direction involves a long apprenticeship, but the crane pilots at Pearl are well trained and experienced, standing ready for anything the Navy might need to have picked up or set down.

— Jim Wood, JO2, USN



**WATER WORKER**—Floating crane loads ship with Army tanks. Rt: Pearl Harbor's cranes stand out against skyline.

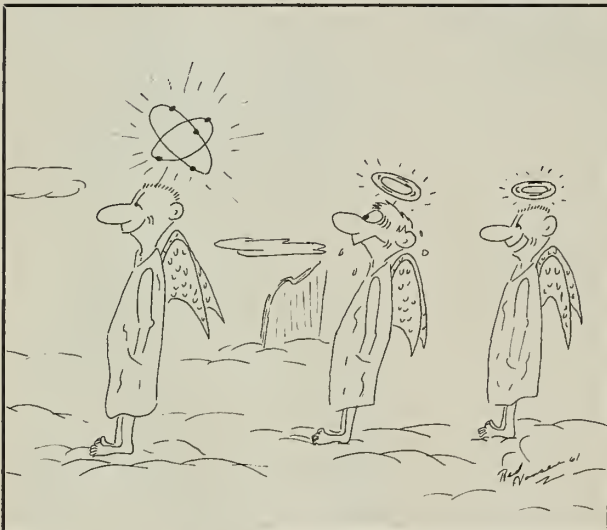




"Hey, Gramps, guess who got sick on the ferry today?"

THIRD

P. A. Hansen, EN2, USN



"Seems as though he used to be an ET or something in the Navy."

FIFTH

LTJG D. E. Lang, USNR



"I think Sam was out here last cruise."



"... In closing, men, I'd like to say that if any of you have any problems ..."

## The Winners

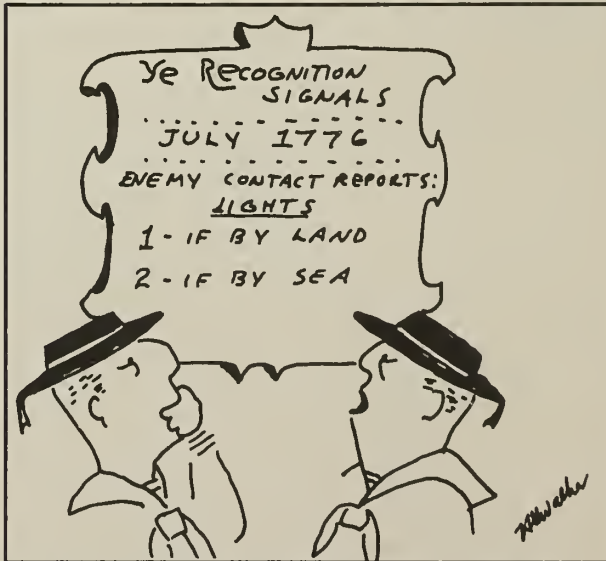
THE NAVYMAN's perennial ability to laugh at himself has again been demonstrated. Entry after entry in the 1961 All-Navy Cartoon Contest brings this point home, as the accompanying cartoons show.

From more than 350 entries, 10 winners had to be selected—and, as in other years, the judges found themselves with some tough decisions. The humor of the subject matter and the skill in drawing have been, if anything, of an even higher caliber than in previous years.

After the final ballot had been tallied, the winner was found to be ENS Robert C. Harvey, Supply Corps School, Athens, Ga. Humorist Harvey's entry featured a young ensign as a would-be father counselor.

FOURTH

ENS H. G. Walker, USN



"I tell you mate, this communication rate is getting more complicated every day!"



#### FOURTH HONORABLE MENTION

H. P. Wood, Jr., CMA2, USNR



"... 201, I shall never clean paint brushes in the coffee pot again. 202, I shall never clean paint brushes in the coffee pot again. 203, I shall never ..."

The traditional dread all blue-water sailors have of getting seasick on a ferry was put into cartoon form by Charley (n) Wise, HMCA, of *uss Observer* (MSO 461). It brought him the second place award.

The third place cartoon was a clever adaptation of the ET rating badge device. Peter A. Hansen, EN2, Naval Torpedo Station, Keyport, Wash., was the artist.

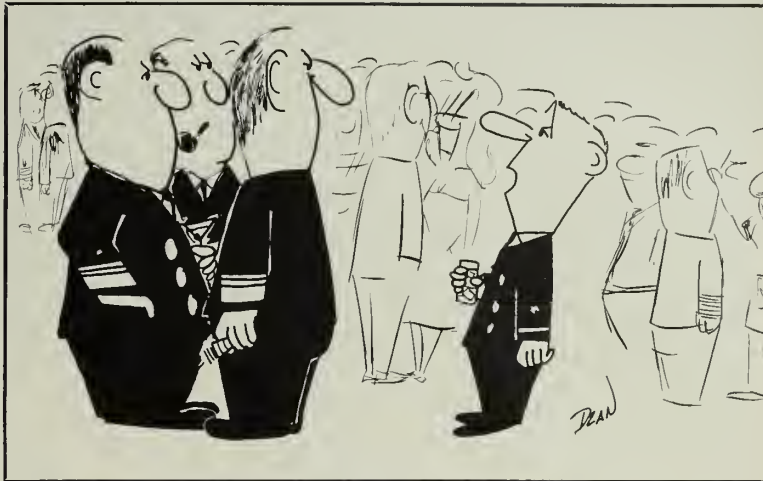
Fourth place went to ENS Horace G. Walker, *uss Inflict* (MSO 456). His was one of the few entries with a historical slant. The fifth place cartoon should draw extra yuks from Seventh Fleet-men. LTJG David E. Lang, PatRon 40, NAS Sangley Point, was the cartoonist.

The above winners will receive All-Navy Championship Trophies. Next in line are the 1st to 5th honorable mention awards.

First honorable mention went to

#### FIRST HONORABLE MENTION

ENS T. K. Dean, USN



"Oh, I wouldn't say that!"

ENS Thomas K. Dean, *uss Hancock* (CVA 19). He was followed by the second honorable mention, by John L. Draves, QM3, *uss Lookout* (AGR 2). LTJG Paul B. Kincade, Com-PhibPac Staff, won the third honorable mention. Fourth honorable mention went to Howard P. Wood, Jr., CMA2, of MCB-7, and fifth honorable mention went to Neil H. Hansen, AC1, Naval Administrative Unit, PRNC.

All honorable mention winners will receive a certificate to that effect.

Of last year's finalists, only two made their way to the winners' circle this year. Quartermaster Draves and Construction Mechanic Wood were the repeaters.

Several of the other entries in this Sixth All-Navy Cartoon Contest—though not winners—will appear in future issues of ALL HANDS.

#### THIRD HONORABLE MENTION

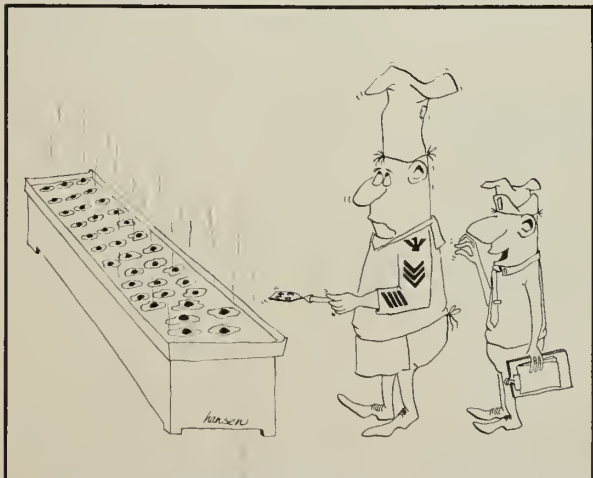
LTJG P. B. Kincade, USN



"Don't tell me . . . I'll get it . . . one and a half stripes is a lieutenant junior grade."

#### FIFTH HONORABLE MENTION

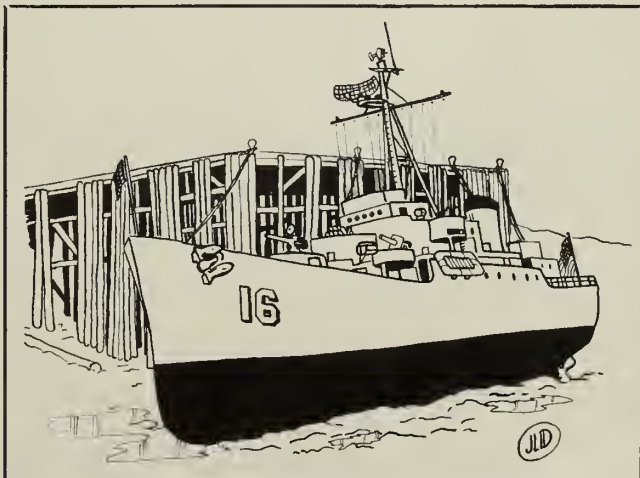
N. H. Hansen, AC1, USN



"How about a little pinch of parsley on each one . . ."

#### SECOND HONORABLE MENTION

J. L. Draves, QM3, USN



"Quartermaster! What's the state of tide?"

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**OFF AND UP** — Artist's conception shows *Polaris* missile being fired from the nuclear-powered guided missile cruiser, *uss Long Beach*, CG(N) 9.

## 100,000 Carrier Landings

The number of arrested landings by fixed-wing aircraft aboard *uss Franklin D. Roosevelt* (CVA 42) went over the 100,000 mark while the Sixth Fleet carrier was on its 13th Mediterranean cruise.

*FDR's* statistical-minded airdales were quick to announce that it was the first time in history a CVA had been the base for a six-figured number of landings, and warned *uss Essex* (CVS 9) that the all-carrier high which she now claims will soon be in peril. (*Essex* passed the 100,000 mark earlier this year.)

CDR A. R. Hawkins of Carrier Air Group 1 did the honors for *FDR's* 100,000th in his A4D *Skyhawk*.

She holds the 1960 ADM Flatley

Aircraft Safety Award—presented annually to the CVA which achieves the highest safety record in air operations. The carrier's homeport is Mayport, Florida.

## Polaris Fire Control System

A new fire control system for *Polaris*-firing submarines is in the mill for the Navy.

The new MK 84 system will be an improved version of the MK 80, and will provide the Navy's Fleet ballistic missile weapon system with improved operational capability.

It makes extensive use of new digital computing techniques, and will do more things automatically than the MK 80 in addition to being more versatile, flexible and easy to operate and maintain.

## Record for Submarine Escape

Deep in the warm waters off Key West last March, two Navy men slowly emerged from *uss Balao* (SS 285), treaded upward, and, upon reaching the surface, had not only tacked 16 feet onto the depth record for submarine escapes, but had also successfully tested a new submarine escape device.

The two men—LT Harris Steinke of the SubBase in Groton, Conn., and CDR Walter Massone of Groton's Medical Research Laboratory—made their escape from *Balao* at a depth of 318 feet.

Their new escape aid for submariners, which was designed by LT Steinke, is best described as an inflated life jacket with rubberized fabric hood and transparent plastic face section. Relief valves are arranged on the jacket to permit the hood to be filled with expanding air for its wearer to breathe.

After their ascent, which took 55 seconds, the men were recovered by *uss Skylark* (ASR 20), examined, and found to be in excellent health.

The old record of 302 feet was set by CDR George Bond and Chief Engineman Cyril Tuckfield in the same general area in October 1959.

## Crack Diesel-Electric Sub

It seems to be a common practice for Navy ships to pile up a stack of records, firsts, and just plain statistics over a period of many years. *uss Grayback* (SSG 574), however, appears to have thrown a statistical curve.

Commissioned only three years ago, *Grayback* has already chalked up considerable data for her ship's history.

For one thing, *Grayback* steamed an average of 2273 miles every month between March 1958, when she was commissioned and December 1960, when she was placed in drydock at Pearl Harbor for modernization.

During her 75,000 miles underway, the submarine was submerged for 3840 hours. This means *Grayback* spent more than five of her 33 active service months underwater.

## YESTERDAY'S NAVY



On 4-8 May 1942 the Battle of the Coral Sea became the first naval engagement fought without opposing ships making contact. Victory was achieved through use of carrier-based planes. On 8 May 1911 Naval Aviation was born with Navy order of first aircraft fitted for both land and water takeoff. Cost was \$5500. On 9 May 1926 CDR R. E. Byrd made the first flight over the North Pole. On 27 May 1919 an NC-4 flying boat, commanded by LCDR Read, flew from Trepassey Bay, Newfoundland, to Lisbon, Portugal via the Azores, thus completing first transatlantic flight.



*Grayback* also claims her reenlistment rate is one of the highest in SUBPAC. She has 49 per cent first-cruise reenlistments, while 100 per cent of her veterans have taken the oath more than twice for an over-all average of 66 per cent.

The first submarine to be designed and constructed as a missile launcher, *Grayback* has fired 18 *Regulus I* missiles and has launched the only *Regulus II* ever tested on a sub. Her over-all launching successes have been recorded as 94 per cent.

*Grayback* was scheduled to return to SUBPAC duty in April after a five-month face lifting during which she was fitted with new batteries, a Ships Inertial Navigation System (SINS), and a new sonar device.

She is also equipped with an advanced modification of her missile launching system. This will reduce the on-surface time required for her to launch *Regulus* missiles.

The overhaul and modernization are behind *Grayback's* latest claim to fame. Crew members now boast they serve aboard one of the most modern diesel-electric subs in the Fleet.

— Bill Neal, JO2, USN.

### Air Conditioned Suit

An air conditioned suit has been developed to keep Navymen comfortable in climates which range from the bitter cold of the Arctic to the extreme heat of the tropics.

The 13-pound, airtight suit is made of an insulated aluminum-coated fabric. Heating or cooling of the suit is done automatically with a 45-pound, battery-operated thermoelectric unit which is mounted on the wearer's back.

Tests have shown that a temperature of about 80 degrees Fahrenheit is maintained inside the suit when outside temperatures vary from 40 degrees below zero to 135 degrees above.

Air for breathing is supplied through a face mask which is connected to the side of the suit helmet. Incoming air is heated or cooled by a small heat exchanger.

The system's only moving parts are two small fans which circulate air around the suit's wearer.

Design and fabrication of the garment, installation of the air conditioning system, and testing of the finished suit were handled by the Clothing and Textile Division of the Naval Supply Facility, Bayonne, N.J.



NEW LOOK—Thai navymen fall in by headquarters of new training center.

### MAP Aids Fleet Headquarters of Royal Thai Navy

Beneath the swaying palms of Sattahip Naval Base in Thailand, the probing hand of progress has renovated what was 30 years ago a small, primitive naval station hacked out of the jungle on the Siamese coast.

The new look of Sattahip is the doing of U. S. military assistance planners who figured the Thai stronghold could use sprucing up.

The Thai-American MAP organization supplied Sattahip with a complete recruit training center, water supply and distribution equipment, generators and a degaussing range.

As a result, the Southeast Asia base, which is earmarked to become Fleet headquarters of the Royal Thai Navy, can now provide SEATO ships with repair, refueling, supply and training facilities.

Sattahip's report looks like this:

- A modern training center which can house more than 1200 Thai recruits and instructors; has adequate facilities for 140 families.

- A new degaussing range, making it possible for Thai navymen to demagnetize their own ships rather than to send them to Singapore each year, as has been customary.

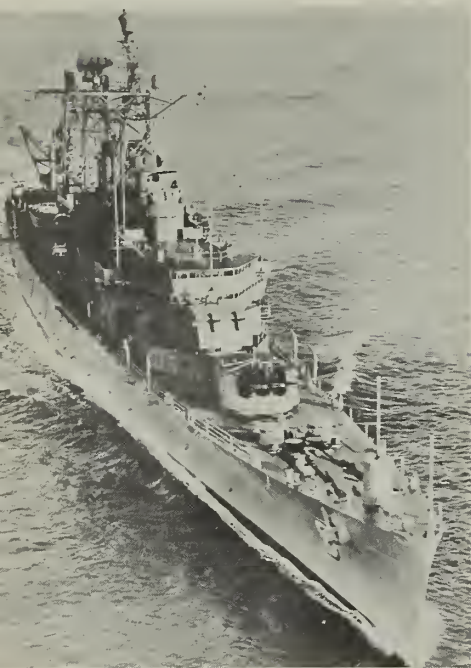
- Water, which it seemed there was never enough of, is no longer in a state of shortage.

- Sattahip old-timers recall doing homework by lantern light during recruit training. More recent graduates tell of the necessity to finish their work by 2200—the time for lights out throughout the base—in order to conserve electric power.

Now, however, two new generators have been turned over to the base, which technicians say will provide sufficient electric power.



ROYAL THAI navy band leads parade during ceremonies at new base.



**MISSILE MASTER** — Guided Missile cruiser *uss Providence* (CLG 6) cruises Pacific with the First Fleet.

### How to Tell Time

Do you know the time of day? The chances are you don't even though you are looking at the face of your watch.

With the increasing need for accuracy in the fields of rocket tracking and radio navigation, the Navy has found that its present way of telling time was not precise enough to suit new requirements.

Now Naval Observatory scientists report that transmissions of time signals from the very low frequency radio station at Balboa, C. Z. are constant to one part in ten billion.

This signal is so accurate that a perfect watch set to match this constancy would lose less than one hundredth of a second in three years.

This is the way such accuracy is achieved: Time signals are transmitted continuously from radio station NBA in the Canal Zone. The frequency of the carrier wave is compared at Washington, D.C., with the Naval Observatory's atomic clock. If, upon comparison, observatory scientists find the frequency varies from the atomic time by more than one part in 10 billion, the observatory directs NBA to correct its transmission frequency.

Station NBA achieves stabilization by using very precise quartz-crystal oscillators, which are easily regulated and can run for years without stopping.

The Naval Observatory's atomic clock serves as the control. The clock frequency was determined in 1958 by the Observatory and the National Physical Laboratory at Teddington, England.

The basis of the atomic clock is the oscillation produced by the cesium atom. Its frequency is 9,192,631,770 cycles per second.

NBA broadcasts began in December 1959 and went on a 24-hour daily basis on 1 Jul 1960. The frequency used is 18 kilocycles per second. This can be compared with the 500 to 1600 kilocycles per second used in the commercial broadcast band.

As soon as industry makes additional, sufficiently precise, quartz-crystal oscillators available, they will be installed at the Navy's other very low frequency stations in the states

of Maryland, Washington, Hawaii and Maine.

When installation is complete, the Navy will have a transmission system which will cover the world.

These stations can provide constant frequency without interfering with normal communications.

### Five More Polaris Subs

The building program for Fleet Ballistic Missile submarines SSB(N)s has been stepped up, with contracts let for the construction of five more of the *Polaris*-firing ships.

Of the new subs, four will be built at two private shipbuilding yards while the fifth will be built at the Mare Island Naval Shipyard. Each will be of the improved *Lafayette*, SSB(N) 616 class, which is larger, longer and heavier than the *uss George Washington*, SSB(N) 598 class.

The potential SSB(N) count now stands at 19. Five SSB(N)s are now serving with the Fleet, each armed with 16 *Polaris* missiles. Nine others are in various stages of construction. And the five for which contracts have been awarded brings the figure to 19.

### Good Talkers

"Unaccustomed as I am to public speaking . . .," is a phrase rarely used by three members of the aviation training schools at NATTU Jacksonville, Fla. They are Ralph S. Frantz, GYSGT, Daniel B. Mitchell, AEC, and Robert E. Hayes, AM1, who came in first, second and third in the Schoolmaster competition.

The competition takes place each year at NATTU Jacksonville to improve morale and add new ideas to teaching methods in Navy Service Schools.

Competition is divided into three parts. The first consists of a regular one-hour presentation to a class. The second and third parts both include a 15-minute presentation on a subject chosen by the contestant, plus a five-minute impromptu presentation on a subject which the contestant draws from a hat, and for which he has 35 minutes to prepare.

Competitors are graded on appearance, statement of objectives, delivery, use of training aids, questioning technique, clarification, summarization and effectiveness. Penalties are given for exceeding or falling short of the allotted time for presentation of the lecture.

**ON THE MOVE**—The landing ship, dock, *uss Donner* (LSD 20) sports modern helicopter deck and presents neat appearance while steaming the Atlantic.





## Sailing at 45 Knots

The keel for the Navy's first operational hydrofoil patrol craft has been laid in Tacoma, Wash. The 115-foot, 110-ton aluminum ship, to be completed some time in 1962, is being built by an aircraft manufacturer.

Top speed of the craft under favorable conditions is expected to be in excess of 45 knots. Equally important, however, is its speed in rough seas. In water rough enough to limit existing patrol craft to 15 knots or less, the PC(H) will be able to operate at much higher speeds. (A detailed discussion concerning the Navy's hydrofoil program may be found in the October 1960 ALL HANDS.)

## More Sparrows, Mark III

There will be more sparrows soon. The Navy has awarded a multi-million dollar contract for production of the *Sparrow* III air-to-air supersonic missile.

The missile is now operational with the Sixth and Seventh Fleets. It is launched from carrier-based F3H-2 *Demon* supersonic jet interceptors.

It is also the prime armament of the Navy's new supersonic F4H-1 *Phantom* II, which is an all-weather jet fighter soon to become operational.

## More DLGs and Asrocs PacFlt

The addition of *uss King* (DLG 10) and *uss Mahan* (DLG 11) to the Pacific Fleet early this year not only doubled the number of PACFLT guided missile frigates — the other two are *Coontz* (DLG 9) and *uss Preble* (DLG 15) — but also gave her antisubmarine force an additional shot in the arm.

*King* and *Mahan* are now both equipped with the new *Asroc* (anti-submarine rocket) system.

*Mahan* made her presence felt in the Pacific less than two weeks after reporting when she successfully fired her *Asroc*. It was the first time the system had been tested in Pacific waters.

The weapon, which uses a rocket booster to increase its range, can act as either a torpedo or depth charge.

When it is used as a torpedo, the payload is released high in the air over the target area. A small parachute slows its plunge into the water where its motor is energized by a



**CHOW TIME**—A seaman of the heavy cruiser *USS Rochester* (CA 124) takes time out from his work long enough to feed raw fish to a visiting seal.

seawater battery. The torpedo then travels under water, using an acoustical device to home in on the target.

When used as a depth charge, the *Asroc* payload sinks to a predetermined depth and detonates with a large effective kill area.

The system's launcher contains eight cells which enable the ship to fire missiles in rapid succession. Each bank of two cells elevates independently of the others.

The *Asroc* will eventually be installed in cruisers, frigates and guided missile frigates, including *Coontz* and *Preble*.

*Mahan*, commissioned on 25 Aug 1960, was built at the San Francisco Naval Shipyard. She is named for RADM Alfred T. Mahan.

*King*, named for FADM Ernest J. King, was constructed at Puget Sound Naval Shipyard, Bremerton, Wash. She was placed in commission on 17 Nov 1960.

## Heck of a Fine HelAsRon

HELASRON Eight — or Helicopter Antisubmarine Squadron Eight (HS 8) — is an outfit proud of its record. Commissioned 1 Jun 1956, it recently increased its safety record to more than 10,000 accident-free flying hours, marking over two years of accident-free flying.

The squadron is a sea-going group and a veteran of three Far East deployments. It has served aboard *uss Princeton* (CVS 37), *Hornet* (CVS 12) and *Bennington* (CVS 20).

As with other HELASRONS, Squadron Eight has the mission of search-

ing for, tracking, and destroying enemy submarines. Its current aircraft is the HSS-1, a copter equipped with dipping sonar, which is lowered from the hovering copter into the water. The HSS-1 is also able to carry and launch torpedoes, depth charges and mines. HELASRON Eight aircraft are often called upon to transfer personnel between ships of the task group, and to deliver mail and Fleet freight.

**MAIL SERVICE**—Helicopter picks up outgoing mail from the guided missile cruiser *USS Boston* (CAG 1).





HALE COLOMBIA — *Antioquia*, formerly known as USS *Hale* (DD 642), is transferred to government of Colombia in Boston Naval Shipyard ceremony.

### Operation Solidarity

One of the fine examples of a hemisphere pulling together to provide for the mutual defense has been given by Operation Solidarity—a joint exercise involving United States, Panamanian, Colombian and Peruvian forces who joined to repel a theoretical attack on the Panama Canal.

The four-nation Army-Navy-Air Force exercises were held in the Rio Hato area of the Canal Zone. On the opening day of the exercise, 1250 paratroops of the 82nd Airborne took off in 22 C-130 transport planes, to jump into the Rio Hato area to repel the aggressor.

U. S. and Colombian ships took up positions off Rio Hato beach to provide gunfire support to ground forces in the Rio Hato area. Minesweepers of both countries took part in maneuvers in the Bay of Panama. Both countries provided surface, sea and air rescue coverage for the U. S. and Colombian parachutists.

For the U. S. paratroops, it was not only to be a battle exercise but an exercise in rapid adaptation to a radically different climate. They had conducted a similar exercise last year when they left their base in North

Carolina to make jumps in upstate New York, where the temperature was 30 degrees below zero.

Just before the C-130s bearing the U. S. airborne troops arrived over the drop zone, three C-47 transports dropped Peruvian paratroops into the zone to begin the airborne assault.

Nine C-119s from Albrook Field, C. Z., carrying elements of the First Battle Group, 503d Infantry Regiment, were next over the drop zone. Heavy equipment was dropped for use in repelling the aggressor forces.

For half an hour before the airborne troops arrived, Peruvian Air Force planes flew air strikes against the theoretical enemy to soften him up.

All in all things went pretty well. Because of high winds over Rio Hato at the time of the jumps, one group of planes had to make a second pass over the drop zone before its load of 100 U. S. paratroopers could jump.

Seasoned observers were pleased with the smoothness of the operation. The exercise was an indication of the ability of several countries to combine effectively against invaders.

### Abraham Lincoln Commissioned

All five Fleet Ballistic Missile submarines of the *George Washington* class are now in commission. This came to pass with the commissioning of *uss Abraham Lincoln*, SSB(N) 602, at the Portsmouth Naval Shipyard, Portsmouth, N. H.

Like her four sister ships, *Abraham Lincoln* displaces 5400 tons, is 380 feet long and carries 16 *Polaris* ballistic missiles.

Following the *George Washington* class will be a second five-ship class of SSBNs, 1500 tons heavier and 30 feet longer than the "GWs." The lead ship will be *uss Ethan Allen*, SSB(N) 608. It is scheduled for commissioning in August.

Commissioned 11 Mar 1961, *Abraham Lincoln* was launched 14 May 1960. Her sponsor was Miss Mary Beckwith, a great-granddaughter of the Civil War president. It is the first combatant ship to bear the name. The name *President Lincoln* was carried by a World War I transport.

Of the 126 submarines built at the Portsmouth yards over the years, *Abraham Lincoln* is the largest—and also the yard's first SSBN. It is the first SSBN to be built by an East Coast naval shipyard. *uss Theodore Roosevelt* SSB(N) 600, commissioned just one month before *Abraham Lincoln*, was built at the Mare Island Naval Shipyard. The other three GWs were built by East Coast commercial shipyards.

### Proteus at Holy Loch

A small cove on Scotland's Firth of Clyde is now a sort of home port for a growing number of Navymen. Holy Loch (the cove) and Dunoon, the nearby town, are familiar sights to the crew of *uss Proteus* (AS 19), which dropped her anchor there earlier this year for a visit of indeterminate length.

Since her arrival, the crew of the FBM-submarine tender have made many friends among the local residents. The Provost of Dunoon told them, "We do not look upon you as visitors. We would like you to accept us as you find us, and take part in our activities."

Holy Loch is on Scotland's west coast about 30 miles west of Glasgow.

Manned by a crew of nearly 900, the specially-fitted tender provides services to Fleet Ballistic Missile submarines between their patrol periods.



*Proteus* also serves as flagship for Commander Submarine Squadron 14.

Shortly after the ship's arrival part of the crew were guests at a reception hosted by Dunoon, and 300 bluejackets attended a dance sponsored by the town council.

*uss Patrick Henry*, SSB(N) 599, stood up the river and into Holy Loch to be the first sub moored alongside the tender. The Gold Crew, which had been flown to Scotland, welcomed the Blue Crew in from their 66-day, 22-hour cruise and prepared to take over in the first on-station relief of SSBN crews.

(*Patrick Henry* went on to receive progressive maintenance before departing on another cruise, while the Blue Crew headed stateside for leave and further training.)

During *Proteus*' stay at Holy Loch she will be replenished monthly by either *uss Alcor* (AK 259) or *uss Betelgeuse* (AK 260). The two cargo ships have been specially adapted for service in the FBM-submarine support system. They will operate from Norfolk, Va., and Charleston, S.C., and their cargoes will include items necessary for the support of the system.

### Hydrodynamic Research

The Navy's David Taylor Model Basin has taken over hydrodynamic research facilities at Langley Research Center, Langley Field, Va.

Utilizing this added space, formerly held by the National Aeronautics and Space Administration, Model Basin experimenters will conduct research and development programs in the field of high-speed craft and weapons, including hydrofoils, air cushion vehicles, hydroskis, planing catamarans, steep-takeoff-and-landing seaplanes, torpedoes and underwater rockets.

Additional programs will also be carried on for both the Bureau of Ships and Bureau of Naval Weapons, and some services will also be provided to NASA and to private aircraft companies.

An initial staff of 15 employees will commence the test work, under the auspices of the High-Speed Phenomena Division of David Taylor's Hydromechanics Laboratory. Among the facilities which will be available to them are a large indoor salt-water tank equipped with a wavemaker and a 42- by 23-foot carriage capable of attaining a speed of 50 knots. They will also have access to NASA's



### Submarine Skipper's Gig Is 'Black Balloon'

The submarine *Ronquil* boasts the wackiest boat in the Navy—not the ship, but the skipper's gig.

It's the most, to say the least.

The gig could best be described as a custom raft. "Extras" on the inflatable rubber landing craft include a canvas canopy, 10-hp outboard motor, cut-down boat hook, and flagstaff. Three-inch-high lettering on either side identifies the gig as being from *uss Ronquil* (SS 396).

Torpedomen Stanley Cooper, Sid

Sutherland and ENS William Zierden discovered the need for a gig a few weeks ago. Today the submarine skipper, LCDR J. H. Bothwell, USN, enjoys what is probably the Navy's most unusual transportation for any commanding officer.

The "black balloon," rather flexible, but seaworthy, lumbers daily across San Diego Harbor for its Number One passenger. *Ronquil*'s crew is very proud of it, and, who knows, it may be the future "new look" for all submarine gigs.

outdoor fresh-water, high-speed hydrodynamic tank, which contains a carriage capable of reaching a speed of 150 knots.

### Exposure Suits

The pilots of Fighter Squadron 151 have given themselves a realistic workout in the poopy-suits (officially, Mark 4 exposure suits). It was more than "just for drill." Emphasis was placed on testing the watertightness of the suit.

The testing was done in a deep pool at NAS Atsugi, Japan. Water temperature was 38 degrees. Each pilot was buckled into a parachute harness, so while he tested his suit for leaks he also refreshed himself on emergency procedures for shedding the harness and climbing into a one-man raft.

Made of rubber, the Mark 4 suit covers the greater part of the body. It leaves only the hands and head uncovered and is designed to im-

prove a pilot's chance of survival should he be forced to eject into very cold water.

At 28 degrees F. at which sea water begins to freeze, a man has about 10 minutes before he will die of exposure. With his exposure suit, liner, hood, and gloves, however, his safe exposure time can be increased 12 times or even more.

### Navy Gets More Hawkeyes

The U.S. early warning force was given a shot in its air arm recently when the Navy placed its second order for carrier-based W2F-1 *Hawkeye* early warning aircraft.

The Navy ordered *Hawkeyes* a year ago, then called for an additional number in March 1961.

Designed to protect task forces, the W2F-1 system can detect and evaluate the full nature of an air attack in advance of the minimum time needed to warn friendly interceptors. It has a five-man crew.



ON LOAN — USS *Pecatonica* (AOG 57) sails for Taiwan where she will become a member of the Chinese Navy.

### *Pecatonica* to Taiwan

The gasoline tanker *uss Pecatonica* (AOG-57) has been placed on loan to the Republic of China under the provisions of the 1954 Mutual Security Act.

*Pecatonica* sailed from her home-port of Norfolk on 17 February for Taiwan, where she was decommissioned and turned over to the Nationalist Chinese.

The ship's crew conducted a familiarization period during which the Chinese officers and men were indoctrinated in handling the tanker.

*Pecatonica* was commissioned in New Orleans in November 1945. She sailed from New Orleans to Norfolk, where she was decommissioned, and remained in reserve until April 1948.

After recommissioning, she made logistic voyages along the eastern seaboard of the United States and occasionally to naval stations in the Caribbean. During the past five years she has been used chiefly for logistic support of Mutual Defense Assistance Pact convoys.

In September 1960 she was ordered to carry 500,000 gallons of drinking water to Key West, Fla., stricken by Hurricane Donna.

*Pecatonica* received the Battle Efficiency Plaque for over-all excellence of performance for fiscal years 1959 and 1960.

### Fire Prevention Champs

Fire prevention has been a major program in the Navy and Marine Corps ever since there has been a naval service. Fire is a constant threat to property and lives—particularly aboard ship.

To help encourage fire prevention aboard naval activities ashore, the Navy has, since 1949, entered reports of individual station programs throughout the world in the annual Fire Prevention Contest sponsored by the National Fire Protection Association (NFPA).

Fiscal year 1960 was no exception. The grand award, which went to the station with the most effective program, has been presented to the Marine Corps Recruit Depot, Parris Island, S.C.

The following bases, which competed according to their size, have been issued certificates of merit by the NFPA for their work in preventing fires during the fiscal year 1960:

- **SMALL** (under 1500 personnel)  
Naval Supply Center, Cheatham Annex, Williamsburg, Va.  
Naval Ammunition Depot, Hawthorne, Nev.

Fleet Activities, Sasebo, Japan

*Honorable mention:*

David Taylor Model Basin, Washington, D.C.

Naval Station, San Juan, Puerto Rico  
Naval Station, Sangley Point, Luzon, Philippines

Naval Station, Roosevelt Roads, Puerto Rico

- **MEDIUM** (1500 to 3500 personnel)

Marine Corps Recruit Depot, Parris Island, S.C.

Naval Supply Depot, Seattle, Washington

Naval Supply Center, Bayonne, N.J.

*Honorable Mention:*

Naval Propellant Plant, Indian Head, Md.

Naval Base, Guantanamo Bay, Cuba  
Naval Weapons Plant, Yorktown, Va.

Naval Supply Depot, Mechanicsburg, Pa.

Naval Training Center, Bainbridge, Md.

Naval Ordnance Laboratory, Silver Spring, Md.

Naval Medical Center, Bethesda, Md.

- **LARGE** (over 3500 personnel)

Naval Station, Norfolk, Va.

Marine Corps Base, Camp Pendleton, Calif.

Fleet Activities, Yokosuka, Japan

### *Honorable Mention:*

Naval Base, Subic Bay, Philippines  
Severn River Naval Command, Annapolis, Md.

Naval Air Station, North Island, San Diego, Calif.

14th Naval District Consolidated Fire Department, Hawaii

Naval Air Station, Patuxent, Md.

Naval Consolidated Area, PRNC, Washington, D.C.

Boston Naval Shipyard, Boston, Mass.

Over 100 Navy and Marine Corps shore activities throughout the world competed in fiscal year 1960's fire prevention program.

### *Hawaiian Area Navy Wrestling*

Forty-seven Navy grapplers representing seven different commands grunted and groaned their way through a long afternoon on the mats at Naval Air Station, Barbers Point, recently. When it was all over, the Destroyer Flotilla Five team had rung up a total of 52 points, and captured the Hawaiian Area Navy wrestling championship for the second successive year.

Runner-up SUBPAC garnered 41 points, while the third-place *uss Midway* (CVA 41) crew managed 32. Other entrants, and their point totals, were: NAS Barbers Point, 22; Inactive Service Craft Facilities, 17; Pearl Harbor Naval Station, 12; Naval Station, Midway, 5.

ISCF's Robert Crisp and DesFlot Five's Richard Flood were the only successful defending champions. Crisp retained the 136-pound crown he won a year ago, while Flood repeated in the heavyweight division.

CAPT S. M. Archer, usn, Chief of Staff for the Com 14, and a veteran wrestling mentor and National AAU Vice-President, acted as meet coordinator. He classes Crisp, and a DESFLOT Five twosome—147-pound champ Robert Wurm and 160-pound title winner Jim Gass—as potential contenders for national wrestling honors.

Besides Crisp, Flood, Wurm and Gass, other weight-class winners were:

191 pounds—Kenneth Noteboom, *uss Midway*.

174 pounds—Steve Shunway, NAVSTA Pearl Harbor.

125 pounds—Hueland Marshall, SUBPAC.

114 pounds—John Snemis, NAS Barbers Point.



## How to Be a Champion, the Hard (and Only) Way

You'll nearly always find, in the making of a Navy sports champion, a willingness to sacrifice his leisure time to training. Such a regimen can't be much fun, as a rule. Often the aspirant to championship honors pushes himself through the long hours and days and weeks of practice alone. Some can't stand the gaff after a while, and drop out. Most persevere, however—out there, somewhere, they can see a goal they have set for themselves, and sense the satisfaction which will be theirs if they can attain it.

At any rate, our hat's currently off to a Little Creek, Va., LTJG, and a Washington, D.C., Wave seaman. The sports they'll eventually compete in are quite different—but their conditioning programs are similar.

LTJG Lew Stieglitz serves as Athletic Officer for the Atlantic Fleet Amphibious Force at Little Creek. And, in an outfit which places considerable emphasis on physical fitness and endurance, the jaygee would appear to be emi-

nently qualified for his post.

A former University of Connecticut track star, and currently one of the best 10,000-meter men in the nation, LTJG Stieglitz hasn't allowed bad luck to get him down. A year ago, he was rated a virtual cinch to represent the U. S. in his specialty at the summer Olympic Games in Rome. After more than eight months of intensive workouts, however, he suffered a pulled leg muscle just before the final elimination tryouts, and lost out on an opportunity to make the trip.

Thwarted in 1960, but undaunted, the six-two, 160-pound Navyman has set his sights on 1964. Each and every day he polishes off a 10- to 15-mile stint of running in the sand at Virginia Beach, then, for good measure, winds up with a few dashes up and down the steep sand dunes.

At that rate, if he's not ready for the big try by the time the next Olympic Games roll around, he figures he never will be.

In the nation's capitol, mean-

while, NavSta Washington's Beverly Nieman follows an equally strenuous grind. The little redhead, for the past three consecutive years Women's titleholder in the annual 40-mile Padre Island, Texas, Walkathon, is out to make it four straight championships this summer—and she's obviously not disposed to rest on past laurels.

Jumping rope, 20- to 40-mile hikes, and frequent jaunts up and down the 583 steps of the Washington Monument are just some of the exhausting training maneuvers employed by this determined Texan in her bid to retain her title.

The Walkathon's present 40-mile course poses few problems for the 22-year-old Wave, who performs her Navy duties at the Quarters "K" Special Services Office. When she first competed in the event, in 1955, the distance was a whopping 115 miles.

"I had to drop out of that one after 72 miles," confesses Beverly. "I just wasn't in condition then." She's in condition now.

## Dogged Determination Wins

Almost every line of endeavor has its champions—most of whom possess at least a few trophies, ribbons and plaques attesting their prowess. Moreover, even the "modest" ones are prone to brag a little about such tokens.

Just about the champ of them all, however, when it comes to championship hardware (one whole wall in his home is covered with shelves containing the more than 100 plaques and trophies and some 200 ribbons he's won) has never uttered a word about his achievements. He's Baron V Randolph, a remarkable two-and-a-half-year-old Weimaraner who in just two short years has captured more official titles in more categories than any other dog in the U.S., and, quite possibly, the world.

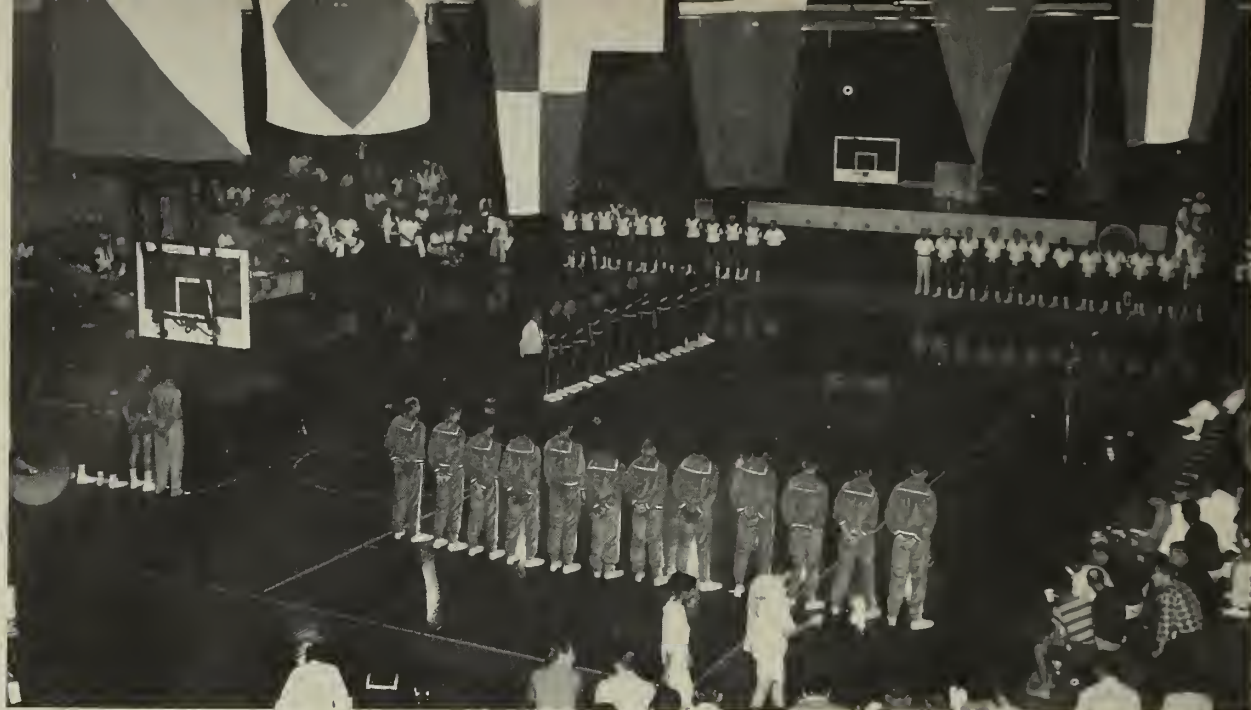
His owner-trainer, CDR E. C. Collins, USN, says Baron's tremendous career resulted from a desire to disprove a concept long prevalent among dog trainers—the dogmatic belief that no dog could possibly attain top proficiency in more than one category. The Weimaraner has a centuries-old tradition as an extremely beautiful and intelligent breed, and the Baron's performance has cer-

tainly enhanced that reputation. By sweeping practically all U.S. and Canadian honors available in five categories—breed, obedience, retrieving, tracking and field trials—the versatile Weimaraner can easily, and factually, lay claim to the title of "five-way champion."

The commander says, weather conditions and the availability of upland birds permitting, he will now concentrate his canny canine's energies on the further development of his performance as a shooting dog. Hope he does as well with a gun.



PUTTING ON THE DOG—Baron V. Randolph, a Weimaraner owned and trained by CDR E. C. Collins, USN, is five-way champ. (Photo by R. S. Foster.)



HOOPSTER HIGH POINT—Basketball champs stand ready to battle for All-Navy honors at Bloch Arena, Pearl Harbor.

# All-Navy Basketball

**S**ERV PAC's Pacific Area basketball juggernaut, loaded to the gun-wales with a bevy of ex-college hardcourt stars, rolled to its third All-Navy cage title in the past four years at Pearl Harbor March 6-9.

In becoming the first team in Navy history to put All-Navy basketball championships back to back, the tall, talent-laden Packers romped to the easiest of their three recent crowns. Three years ago, at Pearl Harbor, the Western Pacific Area standard-bearers were forced right down to the wire before edging DESLANT in a thrill-packed scorcher decided in the final five seconds of play. In the 1960 meet at Seattle they were given all they could handle by SERVLANT's Atlantic Fleet representatives.

This year, however, with the All-Navy classic once more returned to their own stomping grounds—Pearl Harbor's Bloch Arena—the LT Gene McGuire-coached Packers barely worked up a sweat until the second half of the championship game. Bulwarked by such former college greats as 6-3 Jack Stromberg, 6-5 Lee Mason, and 6-4 General Lee Davis, plus the likes of 6-6 Conrad Burke, 6-6 Jack Grout, and 6-4 Dick Frederickson, augmented from SUB-PAC's 14ND runners-up, the Packers battered PRNC's North Atlantic

Region champions, 109-50, clobbered the Pacific Coast Region's PHIBPAC Invaders, 80-60, and shaded the PhibPacers in a rematch, 76-73, en route to the All-Navy gonfalon.

As All-Navy titlists, the Packers won the right to contribute the bulk of the Navy squad which planed to Lowry AFB, Colo., for the Inter-Service play-offs against the cream of the Army, Air Force and Marine Corps, March 14 through 16. The Inter-Service finals were won by Army.

A little later—March 20-25—this same Navy crew hopped to Denver, Colo., to participate in the annual National AAU tournament against the country's leading industrial and amateur squads.

## ALL-NAVY RESULTS

### First round:

PhibPac—77  
ServLant—69  
PRNC—77  
NABTC Pensacola—72

### Second Round:

ServPac—109  
PRNC—50  
ServLant—78  
NABTC Pensacola—69

### Third Round:

ServPac—80  
PhibPac—60  
ServLant—104  
PRNC—76  
PhibPac—84  
ServLant—78

### Fourth Round:

ServPac—76  
PhibPac—73

**First Round** — With defending champ SERVPAC taking it easy with a bye, a packed house at Bloch Arena saw both PHIBPAC and PRNC

rack up come-from-behind opening round victories.

PHIBPAC got heavy second-half scoring from ace Jim Henry and Henry Rapp to edge SERVLANT, after trailing the White Hats 42-37 at the intermission. Henry stuffed in a game-high 23 points, while Rapp added 19 big markers to the Invaders' attack.

The evening's second set-to saw NABTC Pensacola race to a quick 29-12 lead in the first ten minutes over a temporarily flustered PRNC crew. The NORLANT Region crew pulled a swift about-face, however, to out-score their tormentors by a 24-4 margin over the next 10 minutes, and post a 36-33 half-time edge.

Second-half action saw the two clubs swap the lead back and forth continuously, with PRNC's eagle-eyed accuracy at the foul line providing the difference at the finish. Chuck Jones and Bob Hoskins canned 22 and 18, respectively, for PRNC.

**Second round** — SERVPAC, making its first tourney appearance, lost little time demonstrating the facts of All-Navy life to PRNC's outmanned forces. The classy Packers rumbled to a 53-33 half-time bulge, and used superior manpower to completely wear down the outclassed



Washington area group in the second session. Burke topped a parade of Packer scorers with 20 counters, while Stromberg was right behind with 18. Jack Guy's 13 were best for the losers.

A loser's bracket go-round saw Pensacola become the first team eliminated from the meet. SERVLANT's White Hats, rebounding from their opening-round defeat, were paced by former Texas Southern standout Al Clark's 19 points as they pounded out a 43-31 halftime advantage, and led all the way.

**Third round**—An expected "battle of the unbeatens" featuring SERVPAC and PHIBPAC was a battle only at the start. Jack Stromberg's 15-foot jumper midway through the first canto put SERVPAC ahead to stay at 30-29, and the Packers utilized their time-tested success formula—superior height, great depth, and a continued top-flight scoring display by Stromberg and Burke—to grind out a convincing 80-60 win. Stromberg with 24, and Burke with another 20, again led the Packer point-getting brigade, while Jim Henry's 23 was high for the Invaders.

Later in the day, PRNC became the second All-Navy aspirant to fall by the wayside, succumbing before Atlantic Coast neighbor SERVLANT's determined onslaught, 104-76. Seemingly unable to miss from the floor, the White Hats racked up a huge 60-29 halftime lead, and waltzed in from there, with Bob Kelsey and Al Clark showing the way with 23 and 20 tallies, respectively.

The evening struggle for survival found SERVLANT wishing they had back some of the points they'd squandered earlier on PRNC. In the most bitterly fought and exciting game of the tourney thus far, the White Hats surrendered for a second time to PHIBPAC, and bowed out of further competition.

It was a 34-34 stand-off at the half, and the lead continued to see-saw through the entire second half. Jim Henry's driving lay-up with less than a minute remaining, boosted the West Coasters into a slender lead, and the Invaders took advantage of numerous fouls to slowly widen the gap in the closing seconds.

Henry once again was PHIBPAC's shining light with his third straight 23-point performance, and he got plenty of help from Com 17 aug-

mentee Charlie Maxwell with 21, and Henry Rapp, who bagged 19. Bob Kelsey banged in 20 for last year's All-Navy runners-up.

**Fourth round**—SERVPAC finally had to take off the wraps and battle for their collective lives in a thrill-packed windup, as PHIBPAC, vastly unimpressed by their earlier 20-point licking at the hands of the Packers, and down 35-28 at the half, refused to roll over and play dead and came storming back to out-score the champs 44-41 over the final 20-minute session.

Big Connie Burke, who topped all SERVPAC scorers with a 22-point average for the tournament, saved the Packers' bacon in the finale by rapping in the majority of his 26 big markers during that wild second half. General Lee Davis and Jack Stromberg added 14 and 12 for the winners, while PHIBPAC's fine shot-maker, Jim Henry, remained in his starring role with a fourth consecutive 23-point effort.

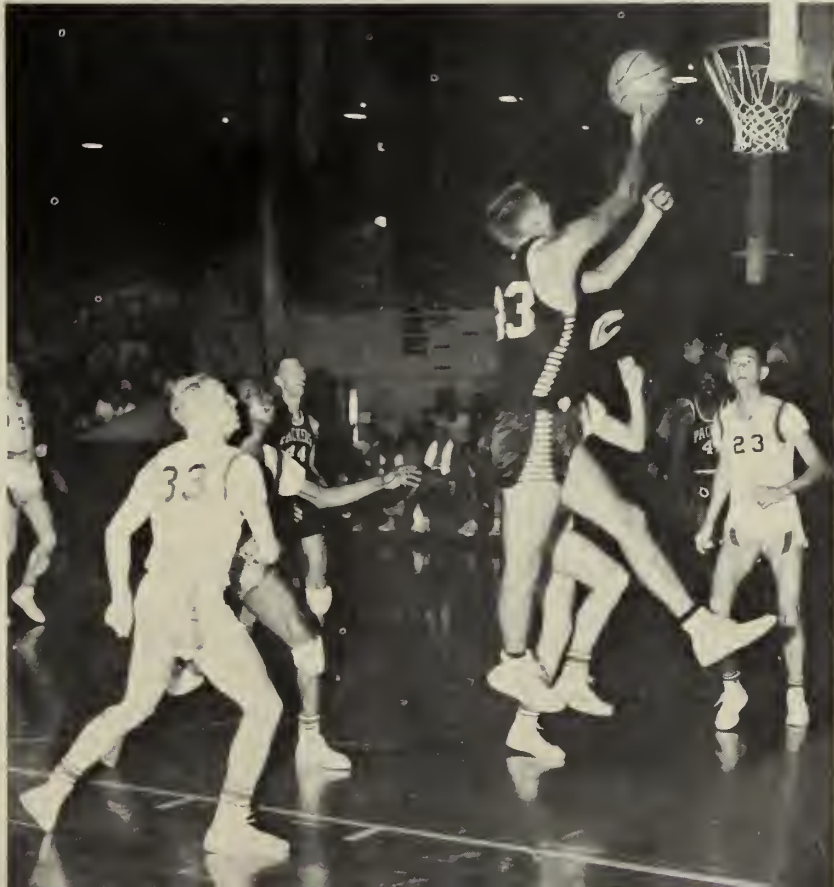
Named to the All-Navy squad for the trek to the Inter-Service and National AAU meets were Stromberg, Burke, Grout, Mason, Frederickson, and Davis, plus SERVPAC's Bernie Simpson, Chuck Henry and Steve Smith, and augmentees Henry



**HIGH STEPPING** player from Naval Security Station goes for the basket.

Rapp of PHIBPAC and SERVLANT's Jerry Butcher. Jim Henry, PHIBPAC's crowd-pleasing 5-10 buzz-saw, who racked up a sports "one for the book" with his four straight 23-point games, was an overwhelmingly popular choice for most valuable player honors. He was a unanimous pick for the All-Navy squad, but was unable to make the trip to Colorado.

**CHAMPS AGAIN**—ComServPac Packer lays one up during All-Navy tourney.



# THE WORD

## Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **CHECK THAT WAIVER** — If you have either an NSLI or USGLI insurance policy under waiver of premiums, you will soon be hearing from the Veterans Administration. A punched card and a pamphlet, now being prepared by the VA, will be sent to you via your CO.

The card and pamphlet will contain information designed to be helpful to you. At your duty station you will be counseled to enable you to decide whether to continue the waiver or to resume payments on the policy.

A policy under waiver can have a major effect on the size of the payments your survivors would receive. Death compensation under Public Law 73-3 (rather than the newer Survivor Benefits Act of 1957) would be payable. Generally, these rates are considerably lower than the ones that apply to survivors of those who either have no government insurance or are paying the premiums on their government insurance.

In short, the "Dependency and Indemnity Compensation for Widows (or Children)" provisions of the Survivor Benefits Act would *not* apply if the premiums of your government insurance are still under waiver. In general, the Survivor Benefits Act provides higher rates of payment to survivors. It may be to your advantage to look into this matter. And that is what the card and pamphlet

being sent you by the VA are designed to help you do.

More complete details about this subject are contained in BuPers Inst. 1741.12.

• **NAVY RECRUITERS WANTED** — If you've a hankering to try your hand at Navy recruiting, and if you'll be eligible for shore duty any time during the next fiscal year, the time is ripe.

BuPers personnel planners anticipate a sizable turnover in the canvasser (or go-out-and-beat-the-bushes) type of recruiters during the fiscal year commencing 1 Jul 1961. Present indications are that the number of Navymen on the current recruiting Seavey list will not be sufficient to meet the expected requirements. If you think you can meet the eligibility requirements — which are set forth in Chapter Four of the *Enlisted Transfer Manual* (NavPers 15909A) — submit your request for recruiting duty through normal Seavey channels.

• **SEAPOWERS SERIES** — A new presentation — *New Frontiers for Seapower* — has been distributed to most naval activities for use by requesting organizations in their areas.

This informative, illustrated, talk is given in non-technical language and is complete with 35mm color slides. It is twenty-five minutes in length.

Several stimulating 16mm films are also available through the Seapower program. They are —

MN-8982 — *Summer Incident* (about the Navy in the Lebanon crisis).

MN-8794 — *Navy Wives* (dedicated to the key member of the Navy family).

To schedule a presentation for any gathering, either military or civilian, contact the nearest Naval Station, Naval Air Station, Naval Reserve Training Center or Naval District Headquarters. Requests for the Washington, D. C., area should be sent to the Office of the Chief of Naval Operations (Op-09D2).

Upon request, an officer will visit

the requesting group bringing all necessary equipment for the showing and will be prepared to conduct a question and answer period to aid understanding of the presentation.

• **NAVY COMMAND TO CLOSE** — The Eighth Naval District, with headquarters in New Orleans, La., the Naval Station, New Orleans, and certain other naval activities in various parts of the country have been ordered disestablished.

The area of the Eighth Naval District will be absorbed by the Sixth and Eleventh Naval Districts. Louisiana, Texas, Oklahoma and Arkansas join the Sixth, and New Mexico joins the Eleventh Naval District.

In addition to ComEight and NavSta NOLA, the following Navy Installations or sections of activities in the United States have been ordered disestablished:

- Elliott Annex to Naval Supply Center, San Diego, Calif.

- Nuclear Weapons Supply Annex (Navy), San Diego, Calif.

- Atlantic Reserve Fleet site, Green Cove Springs, Fla.

- Naval Industrial Shipyard, Tampa, Fla.

- Naval Air Technical Training Unit, Naval Air Station, Olathe, Kan.

- Long Island (Maine) Storage Annex of the Naval Fuel Depot, Casco Bay, Maine.

- Inspection and tests performed at U.S. Naval Engineering Experiment Station, Annapolis, Md. (This work represents about 10 per cent of that done at the station.)

- Atlantic Reserve Fleet site, Boston Naval Shipyard, Boston, Mass.

- Supply operations of Construction Battalion Center (Navy), Gulfport, Miss.

- Government facilities at New York Shipbuilding Corp., Camden, N. J.

- Pacific Reserve Fleet site, Tongue Point, Ore.

All-Navy Cartoon Contest  
Peter A. Hansen, EN2, USN



"Whatsa matter stupid, hain't you ever seen anybody paint a water line."

All-Navy Cartoon Contest  
Donald R. Queen, QMC, USN



"Could we change places? I get dizzy riding backwards."



- South Field of Naval Auxiliary Air Station, Kingsville, Texas.
- Atlantic Reserve Fleet site, Orange, Texas.
- U.S. Naval Auxiliary Air Station, Port Isabel, Texas.
- Naval Supply Depot, Clearfield, Ogden, Utah.
- U.S. Naval Degaussing Station, Bremerton, Wash.

With the exception of the Naval Industrial Shipyard at Tampa, Fla., which will be disestablished during fiscal year 1963, other commands listed above are expected to be disestablished during fiscal year 1962.

- **AMERICAN FLAG**—You can now buy a 50-star American flag, complete with flagpole and attachments at the Navy Exchange at a very attractive price.

Navy Exchanges throughout the world now stock the popular three-by-five-foot flag but will order a different size flag if you wish. Navy Exchanges are adding only transportation fees and overhead to their cost.

Here's a chance for all naval personnel and their families to buy our national flag at moderate cost.

- **MEASURING LEADERS**—"How do you measure leadership?" That's one of the questions that has arisen in connection with the Navy Leadership Program. In an attempt to answer part of this question, a pamphlet has been prepared and is being sent to all ships and stations.

Entitled "Indicia of Naval Leadership," this 12-page pamphlet contains information compiled from various sources. It is being sent out in an effort to field test its value. Most of the information is presented in the form of one-sentence benchmarks or guidelines.

The pamphlet covers five major areas of leadership: Military Standards, Command Climate, Personal Example and Conduct, Managerial Effectiveness, and Leadership Improvement Effort. The subject of Military Standards is broken down into Discipline and Smartness, and Drill, Ceremony and Etiquette. Managerial Effectiveness has three portions: Organization, Supervision and Training, and Controlling and Evaluating.

A comment and evaluation sheet concludes the pamphlet. This sheet may be detached and used for forwarding comments. Though comments are welcomed, they are not required from all recipients. A limited number of commands will, how-

ever, be required to submit the comment sheet.

"Indicia of Naval Leadership" is being distributed as an enclosure to BuPers Notice 5390, which also points out its different uses. The various guidelines not only serve for leadership inspectors, but also form a blueprint of action for those about to be inspected. (But care must be taken not to focus too much attention on the routine accomplishment of "check-off items.")

The guidelines should actually be used in several inspections over a period of time. (But a desk-bound or purely mental review of them is of very limited value.)

The guidelines are not meant to add up to a total of *yes* or *no* answers that can be graded. Instead, at this early stage they will assist the leadership inspector or reviewer in arriving at a meaningful conclusion.

- **UNIFORM CHANGES**—You can now tell a petty officer below the grade of CPO, even when he's wearing a peacoat or overcoat.

As a result of the most recent uniform changes approved by the Secretary of the Navy, petty officers (third through first) are now required to wear a rating badge on their peacoats. The badges will be the same as those now worn on blue jumpers and will be sewn on the left sleeve, midway between the shoulder and elbow and centered on the outer face of the sleeve. Wave petty officers below CPO must wear their rating badges on their overcoats. Rating badges should not be worn on raincoats, nor should service stripes be worn with the rating badges on peacoats or overcoats.

Here are some other uniform changes. They are already in effect:

**Khaki Hat Cover**—A khaki, plastic-coated cap cover for the combination cap has been approved for optional wear by officers and chief petty officers. It is a detachable, plain, khaki, plastic-coated cap cover that simulates khaki fabric. It may be worn in place of the khaki fabric cap cover unless the fabric cover is prescribed.

**Unit Identification Marks**—Enlisted personnel below CPO, who are assigned to the Military Departments of USNS transports, may wear on their uniform the unit identification mark consisting of the letters MSTs followed by either LANT or PAC, depending on the Fleet to which they are assigned.

Shipboard subjects, familiar to most, are involved in this month's quiz. Watch some of these, for they could be tricky.



1. Used daily aboard ship is a publication which outlines the ship's administrative set-up and contains the various bills (berthing & locker, landing party, general emergency, man overboard). It is: (a) Ship's Administration Manual (b) Ship's Operations and Organization Manual (c) Ship's Organization and Regulations Manual.

2. The bow-to-stern curve in this ship's main deck is called: (a) camber (b) sheer (c) tumble-home.



3. A ship carrying sufficient ordnance or aircraft armament to warrant a gunnery department also has a gunnery officer to head up that department. His assistant for deck seamanship is the: (a) deck division officer (b) main battery officer (c) first lieutenant.

4. The damage control assistant is an assistant to the ship's: (a) engineer officer (b) damage repair officer (c) operations officer.



5. Responsible for the care and routing of all ship's correspondence is the: (a) ship's secretary (b) assistant executive officer (c) senior yeoman.

To find out how well you did on this salty quiz turn to page 53.

# THE BULLETIN BOARD

## This Is Must Reading for the Navy Family on Overseas Duty

**M**ANY NAVYMEN who are stationed abroad have felt the effects of the U.S. balance of payments deficit, a subject which has been widely publicized since late last year.

Don't let the technical-sounding phrase "balance of payments" snow you under. You do not have to be an economic wizard to understand the subject and how it affects you.

The U.S. balance of international payments is simply what's left in the Treasury at the end of a fixed period after all dollars have entered or left the country.

A balance of payments deficit can develop when the flow of dollars abroad creates a drain on our gold reserves. For example, if you were to buy merchandise from a local businessman in Europe, the money you give him would eventually be combined with other dollar receipts in that country, and then exchanged for the gold which we use to back up our currency.

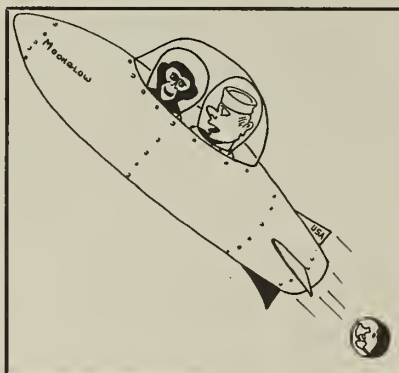
The U.S. is authorized by law to sell a portion of its gold to foreign central banks or governments at \$35 per ounce. Foreign requests for the exchange of dollars for gold can be increased when a U.S. balance of payments deficit is of sufficient size to put dollars in a state of plenty abroad.

When this happens, there could not only be a heavy run on our gold reserves, but the value of the U.S. dollar could be placed in a state of distrust.

Such a state was foreseen by U.S. economists late last year. They recognized that the heavy spending of American dollars by U.S. citizens overseas had created a drain on our gold reserves. This wasn't a new and disastrous situation for the U.S. economy, but was alarming compared to our status 10 years ago.

During most of the post-World War II period, sales of gold were made to friendly nations to boost their reserves. Then, in 1950, the U.S. balance of payments entered a state of deficit. Thereafter, the U.S.

All-Navy Cartoon Contest  
George H. Strube, RMC, USN



"... and when the yeoman told me to fill out this Moonvey card I figured I'd go along with the gag."

had a consistently unfavorable annual balance of payments which averaged about 1.5 billion dollars until 1957 (when the economic events which resulted from the Suez crisis brought about an approximate balance).

In 1958 and 1959 the unfavorable balance shot up to 3.5 and 3.8 billion dollars respectively.

To help correct this situation, in 1960 the government encouraged a drive which resulted in record exports. This quieted fears that the U.S. had priced itself out of world markets, but failed to reduce the unfavorable balance of payments below the 3.5 billion level. The reason: Increased U.S. investments abroad and an outflow of "hot" capital (money deposited abroad to take advantage of high interest rates).

The outflow of gold continued in 1959 and the first half of 1960, but at a much slower pace. It suddenly accelerated last July and amounted to about 1.5 billion dollars by the end of 1960.

As more and more foreign concerns cashed in the dollars they received from American shoppers, the Treasury Department decided it was

necessary to take corrective measures.

When economists examined the problem, they found that foreign aid, the outflow of private capital, tourist expenditures, and military spending abroad were behind the balance deficit.

Breaking these categories down further, it was concluded:

- In the field of foreign aid, assistance from our government has been reduced to war-stricken nations that have recovered from the effects of the war years, but it is generally recognized that our deepening problems in Africa and Latin America will keep these expenditures high.

- Attempts to restrict private capital are not desirable because of the basic U.S. principle of free trade.

- As for tourist expenditures, the travel of Americans abroad as tourists is desirable in order the better to acquaint both American and foreign citizens with each other and their ways of life, and to engender international friendship. Tourists could reduce expenditures but should not be discouraged from travel abroad.

- However, it was demonstrated that major reductions in the approximately three billion dollars spent each year in the support of the U.S. military overseas could be realized. The point was, could this be achieved without throwing an unequal burden on the serviceman and his family overseas?

An early plan, which called for a reduction in the number of dependents overseas (ALL HANDS, Feb 1961), has been rescinded. Thus, the Navyman on overseas assignment can expect to take his family with him, as in the past.

But, to make up for the difference, each U.S. government worker and dependent overseas is being requested voluntarily to reduce his (or her) expenditures on foreign-made goods by \$75 to \$110 a year.

The over-all aim of the new program, which was outlined in Alnav



10 recently, is to encourage you and your dependents to buy only those foreign goods which:

- Are sold in exchange outlets or other approved U.S. military operated resale activities. (Such purchases at exchanges and commissaries, while benefiting the foreign economy, serve to protect the U.S. gold balance.)

- Are required for your use or that of your household incident to overseas duty, and when a reasonable substitute cannot be procured from an exchange outlet or from the U.S.

- Expenditures other than those covered in the two categories above should not exceed a total cost of \$100 a year for each shopper. (Keep your unnecessary expenditures to a minimum.)

To repeat, the goal for each Navyman and each member of his family is to cut personal expenditures overseas by \$75 to \$100 a year. The Secretary of Defense will also cooperate with the Treasury Department by initiating a program for increased participation in the purchase of U.S. Savings Bonds through allotment plans.

It was also made clear that DOD will take no action to urge the extension of the 1942 act which at present affords the free entry into the U.S. of bona fide gifts from servicemen to the extent of \$50 per shipment. (It expires on 30 Jun 61.)

An analysis of other measures shows:

- Non-appropriated fund regulations will be amended to encourage the sale of U.S. goods and certain foreign products, which have previously not been available in overseas exchanges, and thereby had necessitated the purchase of these items outside of government sources.

- U.S. military commanders overseas will encourage servicemen and dependents to institute savings programs that will average \$100 per year.

- Commanders will use servicemen for after-hours employment in non-appropriated fund activities, and dependents for full-time work in non-appropriated fund positions to the maximum extent possible.

Forthcoming directives will clarify other portions of the new program. Manuals and directives which conflict with Alnav 10 will be corrected.

## Reports of Navy Dependents Outside Continental U.S.

A report that applies to all activities having personnel diary reporting responsibilities is the "Semiannual Report of Navy Military Dependents located Outside the Continental U.S." (BuPers Report 1080-88.)

It is submitted as of the last day of March and September each year, and shows the numbers of dependents (both authorized and unauthorized) outside the continental United States.

Previously the report had been sent to the Bureau of Naval Personnel through COMSERVLANT or CINCPACFLT. Starting with the March

1961 report, however, it now goes directly to the Chief of Naval Personnel.

Negative reports are required from all shore-based or home-ported activities outside the continental U.S. ("Continental U.S." means the states and District of Columbia exclusive of Alaska and Hawaii.) Activities shore-based or home-ported within the continental U.S. report only when personnel assigned to the activity have dependents located outside the continental U.S.

More complete information about this report on Navy dependents, as well as a sample report, are contained in BuPers Inst. 1300.29.

## WHAT'S IN A NAME

### The Pentagon

One of the most unusual and perhaps best-known buildings in Washington, D.C., is the Pentagon. To military men and civilians alike, it represents the heart of this nation's defense machine.

Department of Defense officials work around the clock, seven days a week, in this five-sided building, to carry on the military business of the United States.

The Pentagon is different from other buildings in many respects.

First of all, the Pentagon is the world's largest office building. It is twice as large as the Merchandise Mart in Chicago, and has three times the floor space of the Empire State Building in New York City.

In addition to the 34 acres on which the Pentagon building sits, there are 200 acres of lawns and terraces which surround it. The Pentagon has five floors, a mezzanine, and a basement. Its five concentric rings are connected by ten spoke-like corridors.

Parking space at the Pentagon covers about 67 acres, and can accommodate some 9300 vehicles. Commercial transportation is also available at the Pentagon. Two commercial bus companies operate about 800 trips in and out of the building each day.

Some 680,000 tons of sand and gravel were dredged from the nearby Potomac River to construct the Pentagon, which is built on 41,492 concrete piles.

Inside the Pentagon are 65,000 light fixtures, which need 1000 electric bulbs replaced each day. Operation, maintenance and repair of the building and its equipment require the services of about 700 persons.

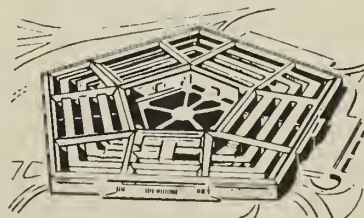
Even though there are 17 and one-half miles of corridors in the Pentagon, the maximum distance between any two rooms is

only 1800 feet, or about a six-minute walk. The distance around the outer edge of the building is about one mile. There are 150 stairways and 19 escalators between floors of the building.

The daytime population of the Pentagon is around 25,000. Peak daytime strength during World War II was 26,500 in April 1945.

A staff of 535 persons in the Pentagon prepare and serve meals from three kitchens, two restaurants, six cafeterias, eight beverage bars and an outside snack bar. Pentagon personnel consume 30,000 cups of coffee, 7000 pints of milk, and 3200 soft drinks during an average day.

Inside the Pentagon building are numerous facilities which include banking service, medical and dental clinics, post office, barber shop, jewelry store, railway and airline ticket service, dry cleaning and laundry shop, florist, bakery, drug store, candy store, camera shop, optometry shop, department store facilities, credit union, newsstand, bookstore, uniform and tailoring shop and shoe shine and repair shop.



# What Would You Like to Know on the Subject of Navy Pay?

**A** SUBJECT in which there is a lot of interest by all hands concerned is Navy pay. Chances are you're drawing it on a regular basis and are glad to see it coming in that way. It's the sort of situation you're not likely to ask many questions about. But sooner or later you may run into problems. The following questions (with their answers) have been selected to give you a fairly broad over-view of general pay matters, and are among those most commonly asked.

## General and Basic Pay Matters

• *What are the main types of Navy pay?*

There are five main types: Basic pay; basic allowances (one for quarters and one for subsistence); special pay; incentive pay/hazardous duty pay, and miscellaneous pay and allowances.

• *Name the items of incentive pay/hazardous duty pay.*

Aviation pay, submarine duty pay, and a general category covering 10 other types of duty. Examples of these are: Duty as a test subject in thermal stress experiments or human acceleration experiments, parachute jumping, and demolition duty.

• *What are the items included in miscellaneous pay and allowances?*

As the term indicates, there is a variety here. Uniform allowance, clothing allowance, discharge mileage allowance, overseas cost-of-living allowance and lump-sum leave payments are some of them.

• *What publications deal with the above forms of pay and allowances?*

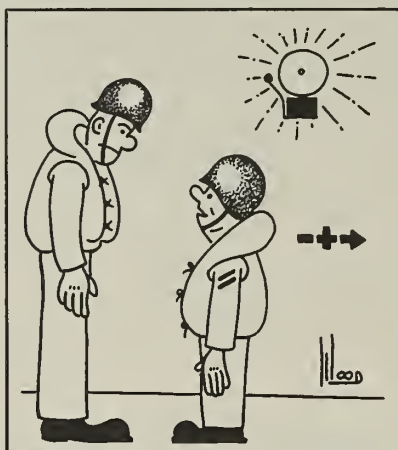
The most complete discussion—more than 500 pages of it—is in the *Navy Comptroller Manual*, Volume 4. Parts of the *BuPers Manual* go into pay matters. Two Navy training courses that deal with the subject are *Disbursing Clerk 3 and 2* and *Disbursing Clerk 1 and Chief*.

• *What about pay and allowances for travel and transportation matters?*

Such pay and allowances, which may be considered as still another type, are covered in *Joint Travel Regulations* and *Navy Travel Instructions*. (Travel and transportation pay matters are a rather complicated subject in themselves and will be covered in a future issue of *ALL HANDS*.)

• *What is the story on advance pay?*

All-Navy Cartoon Contest  
Howard P. Wood, Jr., CMA2, USNR



"I found the Cap'n's quarters, an' the Execs' quarters, but no General's quarters."

When the Navy issues a member a set of orders to move from one ship or station to another, the government realizes that the member will encounter numerous expenses in making the move that he would not encounter had the orders not been issued. Therefore, regulations are written to allow the commanding officer to order a payment of public funds to the member which the member has not yet earned.

Many Navymen are of the opinion that PCS orders automatically entitle them to advance pay—that is NOT the case. The Navy's obligation is to provide the individual with enough money to make the ordered move. Therefore, each move must be analyzed as to distance, type of transportation to be used, and time required to make the move.

Also, each case must be analyzed as to number of dependents involved, type of quarters that will be available at the new station, and other financial problems that can reasonably be expected while making the move. These are the items that the commanding officer must consider before ordering the advance. Personal debts, leave en route, and military proficiency should not be considered.

The maximum advance pay a member can draw is three months' basic pay, less withholding tax and Social Security. Since the advance

MUST be repaid in full, a member should "borrow" only what is absolutely needed.

• *When does the advance have to be paid back?*

Normally, the advance in pay must be liquidated in six months, starting on the first of the month following the month in which the advance was made.

• *If I were to make a claim for pay in a complicated or borderline pay matter and the disbursing officer is unable to determine from the available information whether or not it should be paid, what then happens?*

Depending on the case, he either submits a request to the Office of the Comptroller of the Navy for information and assistance in disposing of the claim—or he sends the claim on to the General Accounting Office of the U.S., via the Navy Finance Center, Cleveland. If the claim is for travel payment, it should go to the Navy Regional Accounts Office, Washington, D. C.

• *Is there any deadline for submitting a claim?*

Yes, the time limit is 10 years after the action concerned.

• *Suppose I wanted to let all my money ride on the books for a couple of years. Could I do this?*

No. Everyone is paid in full on 30 June and 31 December, at which time new pay records are ready to go into effect. You are not, however, required to draw your pay at any time other than the end of the two pay record periods.

• *Even though the pay list shows dollar amounts only, can I draw dollars and cents amounts if I choose?*

There are no provisions for doing this.

• *If I have been overpaid a rather large amount one pay day, do I have to pay it all back the following pay day?*

Not necessarily. Rules and regulations provide that if you feel that checkage in a lump sum would cause undue hardship, and if the checkage exceeds two-thirds of your monthly basic pay, incentive pay and special pay, you may submit a written request to your CO via the disbursing officer, indicating your financial condition and the monthly maximum instalments you think you can afford.



Such a request will be endorsed by the CO to the disbursing officer with his determination as to the amount of the monthly deduction to be made from your pay.

• *Can I get paid while on leave?*

Yes, provided you have arranged with the disbursing office to have your check mailed to your leave address. Or—if you have your pay record with you while on leave from overseas or en route between stations—you can get paid by presenting your pay record, ORIGINAL orders and ID card to a Navy or Marine Corps disbursing officer, or if neither Navy nor Marine Corps disbursing facilities are available within a reasonable distance, to an Army or Air Force finance officer.

• *Which is the usual method of holding pay day—by cash or by check?*

The usual shipboard method is through cash payments in the military payline system. At shore activities the usual method is to pay by check, though there are many exceptions to this.

• *If at my duty location the usual method is to make cash payments, may I draw my pay by check?*

You may request to be paid (on a one-time basis) with a government check. The request should be made to your disbursing officer at least five days before you desire it.

• *When is pay day normally held?*

Unless otherwise directed by the CO, regular payments are made on the first and 16th days of the month to officers and on the fifth and 20th days of the month to enlisted personnel.

• *What is the basis for determining my Navy pay?*

Practically all pay matters are based upon public laws of the U. S. The chief law in this respect is the Career Compensation Act of 12 Oct 1949 (as amended by the Career Incentive Act of 1955).

• *I notice that pay charts are, in part, based on "cumulative years of service, active and inactive." What kind of service does this refer to?*

Service in any branch of the armed forces, Regular or Reserve; Coast Guard; Coast and Geodetic Survey, National Guard, Philippine Scouts, Enlisted Reserve Corps—and so on. There are, in all, a total of 43 creditable organizations.

## Allowances

• *What are allowances?*

Allowances are extra payments that help you to meet certain expenses of Navy life. Some are made on a monthly, or recurring, basis; others are one-shot affairs. Some are paid automatically; others require that you submit an application.

• *What are the "basic allowances" for enlisted personnel?*

There are two main types: Basic allowance for subsistence (BAS) and

basic allowance for quarters (BAQ).

• *How do they differ?*

BAS is paid if you are not subsisted (provided meals) at government expense. No such simple statement can be made for BAQ, however. Basically, BAQ itself is of two types: For those with dependents; for those without dependents.

If you have dependents, BAQ is payable if they do not occupy public quarters. The rate varies from \$51.30 to \$96.90 per month. However, for

## WAY BACK WHEN

### Shipboard Routine — A Century Ago

In some ways it was much like conditions today, in other ways quite different—we mean ship's routine, 90 or 100 years ago.

There was a daily routine, a weekly routine, a bi-weekly routine and a monthly routine. Daily at-sea chores were usually performed on a watch-and-watch basis. Except for those with special duties (cooks, sick-bay men and yeomen), crewmen were either in the port watch or starboard watch—which amounted pretty much to being four hours on and four hours off while the ship was underway.

At 0700 reveille was held for the men of the off watch, who had hit their hammocks just three hours earlier. This watch ate breakfast at 0730 and relieved the on-duty watch at 0800. Much of the work during the 8-to-12 period went into the setting of sails, squaring away the yards and so on. At 0900 sick call was held. Thirty minutes later the crew went to quarters for inspection. Next was a period of shipboard drills. Then came a spell of routine ship's work.

From 1200 to 1230 the off watch ate and then relieved the watch. The relieved watch ate from 1230 to 1300.

The afternoon was usually devoted to a drill with sails or with the ship's boats. Or perhaps there was a workout with small arms. Along about 1630-1700 the evening meal usually began. It was followed by evening quarters for muster. Shortly after sunset hammocks were passed out. At 2100 tattoo was beaten by the ship's drummer, and taps came five minutes later.

The weekly routine went much like this: Sundays only essential cleaning was done, and divine services were held. Each day of the week clothes were scrubbed. The decks were scrubbed on Mondays, Wednesdays and Fridays, with sand used during the Wednesday scrubbing.

Saturday was the big field day. Decks were holystoned, woodwork was scrubbed and the ship cleaned inside and out.

As for weekly drills—general quarters drills were on Monday. Exercises at the great guns and with small arms, swords and cutlasses were held Tuesdays, Wednesdays and Thursdays. Once a week the landing party was mustered, issued its field gear and put through its paces; and once a week all boats were lowered and the boat crews given a workout.

On a bi-weekly basis, hammocks were scrubbed one Monday and bedding the next. Every other Saturday the wind-sails were scrubbed, and every other Wednesday such items as the hose reel covers, boat covers and gangway screens were scrubbed. The mess cook of each mess drew his mess stores every two weeks.

Once a month a "general muster" was held—at which time the paymaster received count of the ship's company. Payday was also held monthly. Once each month hammocks were triced up in the rigging, opened out, and the bedding thoroughly aired. On the last day of the month each division officer inspected the clothing and sea bag articles of each man, and made out requisitions for shortages. A few days later the paymaster issued the articles needed.

Then, as now, the shipboard routine was a busy one.



## The Ins and Outs, Offs and Ons of Sea Pay

"I don't see how you guys figure it that way. I was at sea, so why don't you give me sea pay?"

Disbursing clerks throughout the Navy frequently hear similar statements by unhappy Navymen who think they're getting less than what is coming to them. Usually such men consider themselves special cases. Sometimes they are.

We couldn't possibly cover in one article all the unusual situations that arise concerning sea pay, but we can try to give you a general understanding of what you get and when you get it.

Recognizing the extra hardships that often go hand-in-hand with sea duty, the Navy tries to help compensate her enlisted men with monetary rewards. This is officially called Sea and Foreign Duty Pay in the *Navy Comptroller Manual*, but is usually referred to as "Sea pay" by the men who receive it.

Sea pay is generally authorized from the date you report to sea duty (or the date of departure from the continental U. S. if you're going overseas) until you are detached from your ship, or return to CONUS. Your sea pay continues even if your ship operates in the inland waters of the U. S.

If you serve aboard a non-self-propelled vessel, or a ship that is in an inactive duty status, you'd draw

sea pay for only those days your ship is operating at sea for eight days or more.

The amount of sea pay you receive depends on your rank. If you are an E-1 or E-2 you receive \$8 a month. An E-3 draws \$9 a month extra, E-4s \$13, E-5s \$16, E-6s \$20, and E-7s through E-9s reap an extra monthly harvest of \$22.50.

The most confusion seems to crop up when trying to determine if you're eligible for sea pay while on TAD or serving at sea in a "For Further Assignment" status.

First, let's examine the eligibility requirements for TAD personnel.

If you're now on sea duty, and should go ashore for TAD, your sea pay would continue if you return to sea duty within 15 days. If you stay ashore more than 15 days you lose your sea pay for the entire tour of TAD.

The same holds true for aviation personnel permanently assigned to ship-based (or overseas) aviation units. You can go ashore on TAD and still draw sea pay if you get back to sea duty within 15 days.

If you're a shore duty sailor, however, and are sent to sea for TAD, you'd be eligible for sea pay only if your sea duty is for eight days or more. If it isn't, you receive no sea pay. If it is at least eight days, your sea pay would commence the day

you reported to sea duty, and would continue for the duration of the TAD at sea.

The eight-day ruling also applies to men who are at sea for further assignment (FFA). There are exceptions, however.

For example, if you report to a ship from CONUS shore duty for FFA and are reassigned to another ship or overseas billet, you will be eligible to draw sea pay from the day you reported, even if the time you spend in that status is less than eight days.

If you should go from CONUS shore to another non-sea duty billet, you wouldn't be paid for FFA time at sea unless you were aboard for eight days or more.

On the other hand, if you are transferred from one sea billet to another sea duty ship or station for FFA, your sea pay would continue if you are on board for eight days or more, or if you are permanently transferred to still another sea billet. If you should go to shore duty, your sea pay would stop when you check out of your sea duty billet, unless you go to another sea station for FFA and are there for eight days or more.

You can find S&FD pay spelled out in further detail in Par. 044060 of the *Navy Comptroller Manual* (NavExos P-1000).

your dependents to qualify, you must have in effect an allotment of \$91.30 to \$176.90 per month.

If you do not have a dependent, BAQ is payable if you are not assigned quarters at your permanent duty station. Ashore, for example, you might be at a location where there are no barracks available. (At sea, of course, your living and berthing compartments are your quarters and you would not draw BAQ.) The rate is \$51.30 monthly.

• *Who are considered as dependents?*

Your wife, children or stepchildren (under 21 years). A parent or step-parent who relies on you for more than half of his or her support may also be considered as a dependent.

• *What are the rates for BAS?*

They vary. When rations in kind (government mess or government-provided meals) are not available—\$2.57 a day. When permission has been granted to mess separately (commuted rations or leave rations)—\$1.10 a day. When assigned to duty under emergency conditions where no available government messing facilities are available—\$3.42. (These are subject to change.)

• *What is meant by "ComRats"?*

Commuted rations. ComRats are usually limited to married men living off the base who have been granted the privilege of messing away from their naval activity. When they do eat in the mess hall they pay for each meal.

• *I would like to have my family allotment check sent directly to the*

*bank and deposited in my wife's account. Is this possible?*

Yes, you may do this. Your wife's allotment may be registered to a bank to her account. But it is necessary for you, not your wife, to make the change.

### Special Pay

• *What is included in special pay?*

Proficiency pay, reenlistment bonus, diving duty pay, special pay for physicians and dentists, sea and foreign duty pay—these are items of special pay.

• *Do "special pay" and "special money" mean the same thing?*

No. Special money refers to money drawn at a time other than the regular twice-a-month pay day. (It's usually applied for through a special



request chit.) On the other hand, special *pay* refers to certain forms of pay, such as those shown in the above answer.

- *For the purpose of sea pay or foreign duty pay, when does such pay begin?*

Sea pay begins the date of reporting aboard ship for sea duty. Foreign duty pay begins on the date of departure from the U.S. (See box below.)

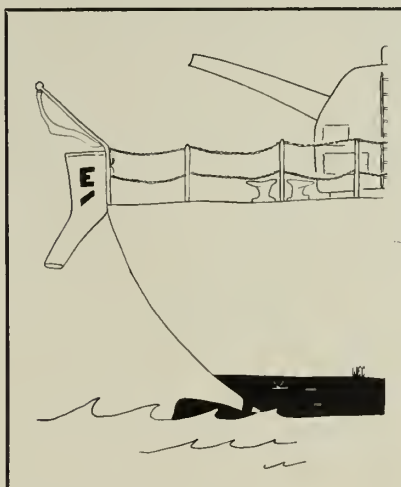
- *What is the most recent form of special pay?*

Proficiency pay. The beginning date was 16 Nov 1958. For details on pro pay see ALL HANDS, January 1959, pp. 47-49 and December 1959, pp. 48-49.

- *In regard to the reenlistment bonus, what is meant by the "90-day limitation"?*

You must reenlist on or before the 90th calendar day after the date of last discharge or release, or date of expiration of enlistment. For example, if you were discharged on 15 November, you would have to reenlist on or before 13 February to be entitled to the bonus.

**All-Navy Cartoon Contest**  
William E. Cass, SM2, USN



#### **Incentive Pay/Hazardous Duty Pay**

- *What are the incentive pay rates for hazardous duty?*

For enlisted men, the aviation and submarine duty pay ranges from \$50 to \$105 monthly. For officers it ranges from \$100 to \$245. It varies

according to pay grade and length of service.

The other types of hazardous duty pay amount to a flat \$55 a month for EMs and \$110 a month for officers.

- *Is it necessary that a man be designated "Qualified in Submarines" before he can draw submarine duty pay?*

No. However, you must be attached to an active status submarine.

#### **Miscellaneous Pay and Allowances**

- *What are the main types of clothing allowance?*

There are three. First is the Initial Clothing Monetary Allowance (ICMA). Recruits, among others, draw this one, which amounts to \$169.25. (This amount may vary from year to year.) Second is the Special ICMA, which provides funds to those who wear clothing of a type not customarily required by the majority of those in the Navy. It goes to those being assigned to certain Navy bands, for example. It is also paid upon promotion to CPO. The rates

### **Where Else Can You Save At Four Per Cent Interest?**

Wise old Ben Franklin found time—between thunderstorms—some 200 years ago, to write in *Poor Richard's Almanac*, "If you would be wealthy, think of saving as well as getting." And while Ben was talking about English pounds and shillings in those pre-Revolutionary days, his words make just as much sense today as they did the day they were written.

Whether you're heading for civilian life within the next year or two, or pointing toward 19 and six, it's a pretty safe bet that when you've finally become just plain Mister Doe again, you'll get a chance to sit back and evaluate your situation—and you'll probably find yourself wishing you'd salted away some of that good old Navy pay. A healthy poke in the bank, which you could tap for college tuition, or for a down payment on a new house, a new flivver or what-have-you, would no doubt look mighty good to you right about then.

It's up to you.

The Navy, on the assumption

that you're an adult capable of making your own decisions, doesn't attempt to force you to save. It does, however, make available to you, if you are an enlisted man serving on active duty for six months or longer, one of the best—and most painless—savings methods around; the Navy Savings Deposit Program.

In the first place, funds deposited in the "Navy Bank" for periods of six months or longer earn interest for you at the rate of *four per cent yearly*—more than you can get at most banks.

Interest is computed at the time of repayment of the deposit. The money may be withdrawn at the time of your release to inactive duty or discharge, or at any other time in the event of a bona fide emergency. All you'll be required to do is furnish proof to your CO that such an emergency actually exists—a precautionary move instituted by the Navy to prevent willy-nilly opening and closing of NSDP accounts.

You may make deposits by cash

in person to your disbursing officer each pay day if you prefer, but a much easier and more popular method is through automatic checkage of your pay record. Best of all, it takes but one visit to the disbursing office to set the whole thing up. On this initial, and only, visit you request in writing that your pay record be checked each month for a specified sum, which must be in full-dollar amounts, and cannot be less than five dollars per month. You may request cancellation of the plan, in writing, at any time. One cautionary note—upon transfer, your account will automatically be closed out, *and must be reopened by you in person at your new duty station*. Your disbursing officer will be happy to supply you with complete details.

As we said, it's all up to you. Saving through the NSDP could mean a few less trips to the gedunk each month now. But you'll be surprised at how fast those monthly savings mount up and how good it is to have a little standing by.

vary, but usually it is \$300.

The third type is the Maintenance Clothing Monetary Allowance. There are two categories, Basic Maintenance Allowance (BMA) and Standard Maintenance Allowance (SMA). For the recruit who draws the ICMA, the BMA of \$4.20 a month starts six months later. It continues for three years, at which time the SMA of \$6.00 a month begins.

• Is it necessary to apply for the clothing allowance?

No. The disbursing officer takes care of this on the basis of information supplied by the personnel office.

• Do officers draw a clothing allowance?

No. Reserve officers draw, under certain conditions, a uniform allowance which is paid on a one-time basis.

## Other Pay Matters

• On my pay record and the annual Withholding Statement (W-2 Form) I notice the letters FICA and the words FICA tax and FICA wages. What does FICA mean?

Federal Insurance Contributions Act. FICA wages, which are those taxed for Social Security purposes, are your basic pay.

• Which items of my military pay are subject to Federal income tax?

Generally, all items of pay—except uniform allowances, subsistence allowance and quarters allowances.

• Say I have been out of the Navy six months, and then it is discovered that I had been overpaid a certain amount. What would happen?

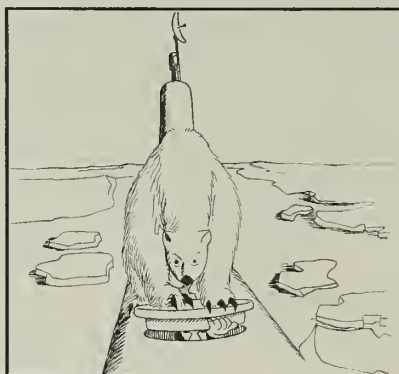
## Latest Petty Officer's Guide Is Off the Presses

A new edition of the *Petty Officer's Guide* is off the presses containing up-to-the-minute information on rotation, advancement, schools, pay, personal and family affairs, leave, liberty and travel.

Two new chapters have been added — one on the U. S. Coast Guard and the other on Proficiency Pay as it applies to Navy petty officers. The chapter on Leadership has been expanded and deepened in accordance with the Naval Leadership Program.

This edition is now available at most Navy Exchanges.

All-Navy Cartoon Contest  
James R. Odbert, DM2-P1, USN



"The hatch seems stuck, Captain."

First you'd hear from the Navy Finance Center (Cleveland, Ohio) asking you to settle up. If you didn't respond, you'd then hear from the U.S. General Accounting Office.

This is a general roundup on the subject of pay. If it hasn't answered your particular question, it's probably because your situation is different from that of most Navymen. Your disbursing officer will be able to help you out. For a report on how you get paid, see the March 1961 issue of ALL HANDS, p. 2.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### AINav

No. 10 — Outlines means for reducing overseas expenditures by individuals.

### Instructions

No. 1120.18G — Outlines the eligibility requirements and processing

procedures whereby USN personnel may seek appointment to USN commissioned status in either the Integration or LDO programs.

No. 1300.29 — Provides procedures for reporting the number of Navy military dependents located outside the continental United States.

No. 1500.49 — Provides a study plan whereby officers and warrant officers on active duty may broaden their professional background by completion of recommended courses of instruction. It also cancels the mandatory requirements for completion of courses for promotion of officers.

No. 1741.12 — Notifies naval personnel on active duty, who have either USGLI or NSLI policies under waiver of premiums, of the possible effect of such waivers on survivor benefits.

## Notices

No. 1020 (24 February) — Implemented recently approved changes to U. S. Navy Uniform Regulations, 1959, and advised of the decision regarding a proposal to eliminate the Service Dress Khaki uniform.

No. 1430 (1 March) — Discussed instructions for the award of proficiency pay to personnel undergoing operational training in the nuclear power program.

No. 1418 (2 March) — Announced that career personnel serving in outstanding effectiveness ratings in pay grades E-4 through E-9 may be recommended to participate in examinations for proficiency pay (P-1), and that eligible career personnel serving in critical ratings in pay grades E-4 through E-7 may be recommended to participate in examinations for P-2 proficiency pay in May.

No. 1520 (3 March) — Announced the selection of officers for post-graduate instruction commencing in fiscal year 1962.

No. 1070 (7 March) — Emphasized the necessity of complying with the requirements of Articles B2326 and C5401 of the *BuPers Manual*, which are concerned with the Record of Practical Factors (NavPers 760).

No. 5390 (14 March) — Transmitted copies of *Indicia of Naval Leadership* with instructions for their use.

No. 1110 (16 March) — Announced the list of active duty personnel in the Navy and Marine Corps who have been provisionally selected for enrollment in the NROTC program.



No. 1120 (22 March) — Summarized the actions taken since June 1959 affecting the warrant officer program and advises warrant and chief warrant officers of their future career outlook.

No. 3590 (24 March)—Announced the schedule, rules and procedures of the 1961 Navy championship rifle and pistol competitions and provided for USN and Naval Reserve participation in the 1961 national matches at Camp Perry, Ohio.

No. 4651 (30 March) — Discussed the revised instructions for the computation of travel time during execution of orders.

### List of New Motion Pictures And TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases. Two one-hour TV shows are packaged together for a 108-minute program, but may be shown aboard ship only. They are not to be exhibited at shore stations. The movies and TV programs listed below were made available in March.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

#### Motion Pictures

*Sunrise at Campobello* (1683) (C): Biographical Drama; Ralph Bellamy, Greer Garson.

*Jet Over the Atlantic* (1684): Melodrama; Guy Madison, Virginia Mayo.

*Heroes Die Young* (1685): Melodrama; Erika Peters, Scott Borland.

*The Plunderers* (1686): Western; Jeff Chandler, John Saxon.

*Secret of the Purple Reef* (1687) (C) (WS): Melodrama; Jeff Richards, Margia Dean.

*The Sundowners* (1688) (C): Drama; Deborah Kerr, Robert Mitchum.

*Circus of Horrors* (1689) (C): Melodrama; Anton Diffring, Erika Remberg.

*Facts of Life* (1690): Comedy; Bob Hope, Lucille Ball.

*Savage Innocents* (1691) (C) (WS): Drama; Anthony Quinn, Yoko Tani.

*Goliath and the Dragon* (1692)

#### QUIZ AWEIGH ANSWERS

1. (c) Ship's Organization and Regulations Manual.

2. (b) Sheer.

3. (c) First Lieutenant.

4. (a) Engineer officer.

5. (a) Ship's secretary.

Quiz aweigh is on page 45.

(C) (WS): Melodrama; Mark Forest, Broderick Crawford.

*North to Alaska* (1693) (C) (WS): Comedy; John Wayne, Stewart Granger.

*Frontier Uprising* (1694): Western; Jim Davis, Nancy Hadley.

*Wackiest Ship in the Army* (1695) (C) (WS): Comedy; Jack Lemmon, Ricky Nelson.

*The Wizard of Baghdad* (1696) (C) (WS): Comedy; Dick Shawn, Barry Coe.

*Tess of the Storm Country* (1697) (C) (WS): Comedy; Diana Baker, Lee Philips.

*Operation Bottleneck* (1698): Melodrama; Miko Taka, Ron Foster.

#### Television Programs

5056 TV-1 (Series) *Wagon Train* — Western; (Episode) The Dr. Wiloughby Story.

TV-2 (Series) *Riverboat* — Post-Civil War Drama; (Episode) No Bridge on the River.

5057 TV-1 (Series) *Wagon Train* — Western; (Episode) Bernal Sierra. TV-2 (Series) *Riverboat* — Post-Civil War Drama; (Episode) That Taylor Affair.

5058 TV-1 (Series) *Bonanza*—Western; (Episode) Magnificent Adah.

TV-2 (Series) *Cimarron City* — Western; (Episode) Hired Hand.

5059 TV-1 (Series) *Bonanza*—Western; (Episode) El Toro Grande. TV-2 (Series) *Cimarron City* — Western; (Episode) McGowan's Debt.

5060 TV-1 (Series) *Wagon Train* — Western; (Episode) The Jennifer Churchill Story.

TV-2 (Series) *Riverboat* — Post-Civil War Drama; (Episode) River Champion.

5061 TV-1 (Series) *Wagon Train* — Western; (Episode) The John Wilbot Story.

TV-2 (Series) *Riverboat* — Post-Civil War Drama; (Episode) The Two Faces of Gray Holden.

5062 TV-1 (Series) *Cimarron City* — Western; (Episode) The Medicine Man.

TV-2 (Series) *Overland Trail* — Western; (Episode) All the O'Mara's Horses.

5063 TV-1 (Series) *Cimarron City* — Western; (Episode) To Become a Man.

TV-2 (Series) *Overland Trail* — Western; (Episode) Daughter of the Sioux.

5064 TV-1 (Series) *Wagon Train* — Western; (Episode) The Mark Hanford Story.

TV-2 (Series) *Riverboat* — Post-Civil War Drama; (Episode) The Quick Noose.

5065 TV-1 (Series) *Wagon Train* — Western; (Episode) The Rex Montana Story.

TV-2 (Series) *Riverboat* — Post-Civil War Drama; (Episode) Three Graves.

5066 TV-1 (Series) *Overland Trail* — Western; (Episode) Vigilantes of Montana.

TV-2 (Series) *Cimarron City* — Western; (Episode) I, The People.

5067 TV-1 (Series) *Overland Trail* — Western; (Episode) First Stage to Denver.

TV-2 (Series) *Cimarron City* — Western; (Episode) Bitter Lesson.

5068 TV-1 (Series) *Wagon Train* — Western; (Episode) The Tent City Story.

TV-2 (Series) *Riverboat* — Post-Civil War Drama; (Episode) Treasure of Hawk Hill.

5069 TV-1 (Series) *Wagon Train* — Western; (Episode) Monte Britten Story.

TV-2 (Series) *Riverboat* — Post-Civil War Drama; (Episode) End of a Dream.

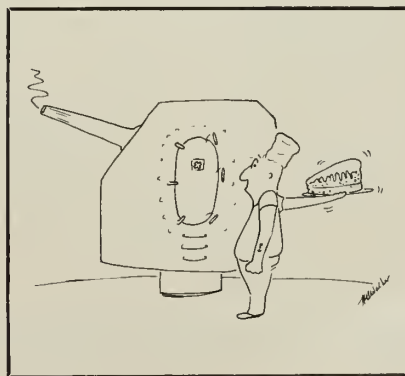
5070 TV-1 (Series) *Overland Trail* — Western; (Episode) The O'Mara's Ladies.

TV-2 (Series) *Cimarron City* — Western; (Episode) The Unaccepted.

5071 TV-1 (Series) *Overland Trail* — Western; (Episode) Perilous Passage.

TV-2 (Series) *Cimarron City* — Western; (Episode) Beast of Cimarron.

#### All-Navy Cartoon Contest ENS Horace G. Walker, USN



# Opportunities for a Commission Are Good for Career CPOs

**I**F YOU ARE A CHIEF with at least 18 years and six months of active duty, your chances are now good for a direct commission to the rank of LTJG.

This, the Navy hopes, will be a good incentive for experienced chiefs who might otherwise go into the Fleet Reserve, to remain in the Navy as JGs in the Limited Duty Officer (Temporary) program.

Under the old LDO procedure, all successful candidates received commissions as ensign.

A rundown on the eligibility requirements for both the LDO and Integration (Seaman to Admiral) programs, complete with the latest changes, is contained in BuPers Inst. 1120.18G.

If you plan on trying for *either* program, you must:

- Be a U.S. citizen.
- Meet the dependency requirement outlined in Art. C1102(2) of the *BuPers Manual* (for women applicants only).
- Have no record of conviction by a court martial, or conviction by a civil court for any offense other than minor traffic violations for the two-year period preceding 1 July of the calendar year in which application is made.
- Make application in no more than two officer designator codes in a given year.
- Be on active duty at the time application is considered by the selection board, and, if selected, remain on active duty until appointment is tendered.
- Take the Officer Selection Bat-

tery. (This test consists of eight parts: Verbal Analogies, Arithmetic Reasoning, Mechanical Comprehension, Naval Knowledge, English, Mathematics, Science, History and Social Science.)

- Be found physically, mentally and morally qualified. (Final determination as to the physical fitness of all applicants rests with BuMed.)
- Be recommended by your commanding officer.

Applicants must also meet certain qualifications which are required for the individual programs.

THE INTEGRATION PROGRAM, which obtains from the warrant and enlisted ranks men who have a sincere motivation for careers as commissioned officers, is not restricted or limited in the performance of duty.

All Integration appointments are made to the grade of ensign in the Line (1100), Supply Corps (3100), or Civil Engineer Corps (5100) of the Regular Navy. Men who apply for and complete flight training are redesignated 1310.

Men selected for an Integration commission are ordered to the U.S. Naval Schools Command, Newport, R.I., for 16 weeks of General Line officer training. All women selected attend the Women's Officer Candidate School at Newport for an eight-week course, after which they are commissioned and ordered to another eight weeks of training.

Eligibility requirements for the Integration program, in addition to those listed above, are:

- Applicant must be Regular Navy, but not a commissioned officer.

• Be at least 19 and under 25 years of age as of 1 July of the calendar year in which application is made (male applicants only).

• Women must be at least 20 and under 25 years of age as of 1 July of the calendar year in which application is made. (Requests for waivers up to age 30 for exceptionally qualified women will be considered upon CO's recommendation.)

• CWOs, WO's, and CPOs must have two years' continuous active service in any of these combined rates or grades. CPOs and below must have three years continuous active service in the Regular Navy. (Chiefs have the option of computing service in either category.)

• Service computed for eligibility must be continuous in the Regular Navy, covering that period immediately preceding the submission of the application. It is figured as of 1 July of the calendar year of the application.

• Broken service in excess of 90 days is disqualifying, and the computation of Naval Reserve time is not authorized under current provisions.

• Applicant must have successfully completed 30 semester hours of work at an accredited college or university, or have the service-accepted equivalent as defined in *BuPers Manual*, Art. D2103(15), or

Be a high school graduate (or have the service-accepted equivalent), and have a GCT or ARI score of 60 or above.

• Civil Engineer Corps applicants must have completed three years of college credits toward an engineering degree at an accredited engineering school.

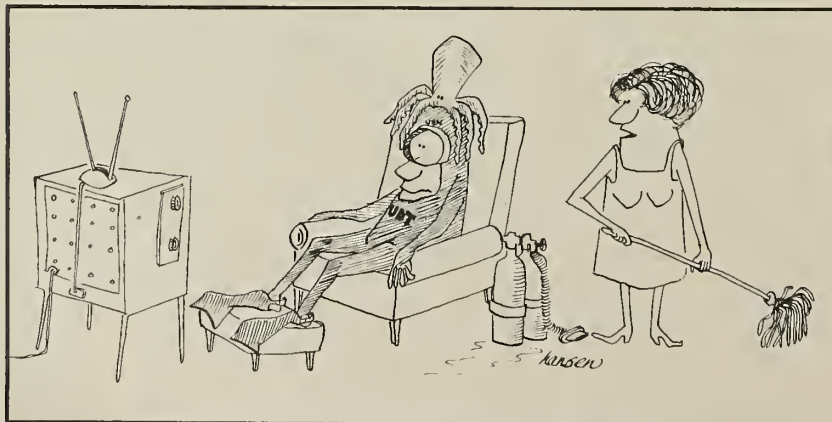
• Candidates who have twice been considered by a selection board are not eligible to make further application.

THE LDO(T) PROGRAM provides a path of advancement to commissioned status for outstanding Regular Navy warrant officers, chiefs, and POIs. An LDO commission limits its holder to duties of the broad technical field with which he worked as an enlisted man or warrant officer. For example, a former Radarman would receive an Operations (601) designator.

All applicants selected for an

All-Navy Cartoon Contest

Neil H. Hansen, AC1, USN



"Normal people bring home stray cats or dogs."



LDO commission are ordered to a six-week officer indoctrination course at Newport or, in the case of aviation specialists, NAS Pensacola.

Eligibility requirements for an LDO appointment not already covered are:

- Selectees will agree not to apply for voluntary retirement or reversion before the completion of three years' service as LDO.

- PO1s must have been first class for at least one year as of 1 July of the year in which application is made.

- For appointment as ensign, applicant must not have reached his 34th birthday as of 1 July of the calendar year in which application is made. (Exception: Men who at time of application are already serving in a temporary commissioned grade of ensign or above, or who previously served in temporary grade of LTJG or above. The maximum age limit is 37.)

- No age limit is set for eligible CPOs who seek appointment to LTJG.

- For appointment as ensign, applicant must have completed eight years of active service (includes Marine Corps and Coast Guard when operating as part of the Navy) on or before 1 July of the calendar year in which the application is made. (Reserve active duty training does not count.)

- CPOs (E-7 through E-9) who seek appointment as LTJG must have completed 18 years and six months' total active service, as computed for purposes of transfer to the Fleet Reserve, by 1 July of the calendar year in which application is made.

- Applicant must be serving in the Regular Navy on the date of written examination (Officer Selection Battery).

- Must be a high school graduate or possess the service-accepted equivalent.

As the selection for both programs is made on an annual basis, an applicant should ascertain his eligibility, and then submit to his commanding officer a request to be considered as a candidate under either or both of the programs.

You should state specifically, and in order of preference, the program title, the officer numerical designator

code and the title for which you are eligible and wish to be considered. Also on this first request, you must furnish your date of birth.

Your CO will then submit to the Naval Examining Center the information to be used for the initial processing of your application, and the Examining Center will forward the written examination material for each applicant.

Annual exams are administered throughout the Navy to all applicants on 15 June. If this date falls

on a Saturday, Sunday or national holiday, the exams are conducted on the next regular working day.

Applicants will be considered by the selection board which is convened annually by the Secretary of the Navy. The board recommends those men deemed best qualified within the authorized quota for appointment in the respective programs.

A complete rundown on the Integration and LDO programs is contained in BuPers Inst. 1120.18C.

## HOW DID IT START

### Marjorie Sterrett Award

The Marjorie Sterrett Battleship Award has always signified outstanding accomplishments by Navymen. Before World War II, the award went annually to turret and gun crews who made the highest scores in short-range battle practice, and to submarine crews who made the highest scores in torpedo firing. Today it goes to the best ships in the Fleet.

This is how the award came about. It seems that a 13-year-old girl from Brooklyn, N.Y., named Marjorie Sterrett, became concerned about the U.S. being prepared for war. This prompted her, on 2 Feb 1916, to write a letter to the editor of the *New York Tribune*.

It said: "I read in your paper every morning a lot about preparedness. My grandpa and my great grandpa were soldiers. If I was a boy I would be a soldier, too, but I am not, so I want to do what I can to help. Mama gives me a dime every week for helping her. I am sending you this week's dime to help build a battle-ship for Uncle Sam. I know a lot of other kids would give their errand money if you would start a fund. I am thirteen years old, and go to Public School No. 9 in Brooklyn."

With this dime as the first contribution, the *Tribune* started a fund in the name of the little girl who was so interested in Uncle Sam's Navy. The dime grew into a fund which annually earns hundreds of dollars to be used as prize money for recipients of the Marjorie Sterrett Award.

Originally the money went to a small group of men aboard ship. After World War II, however, the Navy emphasized the readiness of the entire ship and made the overall performance of the ship—and not just one of its departments—the criterion for winning the award.

To make sure the most outstanding ship would be selected, only those that had already won the Battle Efficiency "E" Award were considered. From this group, one ship in each Fleet was picked to get the

annual award. They were the best of the best, so to speak.

During the Korean campaign the Battle Efficiency "E" was not awarded, since ships in battle cannot be expected to compete for efficiency with ships not being used in the theater of action.

After the Korean campaign, however, the competition was resumed and, as before, the best "E" Award ship in each Fleet—generally the same ship type in both Fleets—won the Marjorie Sterrett Battleship Award.

For fiscal year 1960, this same procedure was followed. However, there was an abundance of money in the award fund and some months later two additional ships were selected. Thus, two ships in each Fleet received the award.

For fiscal year 1961, even more ships will receive a Sterrett Award. Current plans call for one ship in each type command—six in each Fleet—to win an award. The prize should be about \$330 per ship.

Under the rules set forth for the Marjorie Sterrett Battleship Award, the money must go into the ship's Welfare and Recreation Fund and can only be used to benefit the enlisted crew members. There are almost no other restrictions.



# DECORATIONS & CITATIONS



**DISTINGUISHED SERVICE MEDAL**

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ **HOPWOOD, Herbert G., ADM, usn**, for exceptionally meritorious service to the Government of the United States in a duty of great responsibility as Commander in Chief, U.S. Pacific Fleet, from February 1958 to August 1960. Exercising sound judgment and marked planning and organizational ability, which have had a powerful impact on our national posture, he materially strengthened Pacific Fleet antisubmarine warfare forces and improved the readiness of Pacific Fleet striking forces with establishment of the U.S. Naval Defense Forces, Eastern Pacific; Barrier Forces, Pacific; and Antisubmarine Defense Force, Pacific.

★ **HOGAN, Bartholomew W., RADM, MC, usn**, for service as Chief, Bureau of Medicine and Surgery, and Surgeon General of the Navy, from February 1955 to February 1961. RADM Hogan established new objectives in all branches of Navy medical practice, patient care and internship and residency training. He initiated significant changes which doubled the size and scope of the Navy's Internship and Residency Training Programs and raised standards of training. The increased residency training opportunities, as well as improvements in morale, have resulted in a reduction of approximately 50 per cent in the annual turnover of Navy doctors. Under his skillful direction, the scope of medical research has been broadened in all areas.



**LEGION OF MERIT**

"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."

★ **BEHRENS, William W., Jr., CDR, usn**, for service during 1960 as Commanding Officer of *uss Skipjack SS(N) 585*. Exercising sound judgment, keen foresight, and forceful leadership, CDR Behrens contributed in large measure to the successful completion of a complex and highly important mission of great value to the United States.

★ **MUNSON, William H., CAPT, usn**, for service in the Antarctic during Operation Deep Freeze 60, while serving as Commander, Task Group 43.2 and Commanding Officer of Air Development Squadron Six, from August 1959 to April 1960. Throughout this period, CAPT Munson exercised outstanding professional skill and resourcefulness in supporting the naval aviation program in Antarctica. The aircraft under his command ranged from Thurston Peninsula in Eastern Antarctica to Wilkes Station on the Western shores, and from the South Pole Station to Christchurch, N. Z.

## Gold Star In Lieu Of Third Award

★ **STELTER, Frederick C., Jr., RADM, usn**, for service as Commander Amphibious Group One from March 1957 to May 1958, during which time he led the complex Arctic Resupply Operations (DEW Line) and as Deputy Chief of Staff, Joint Staff, Commander, U.S. Forces, Japan, from June 1958 to January 1961. His vast knowledge and skill as a negotiator were significant factors in the revisions of the Security Treaty and Administrative Agreement with the government of Japan.



**DISTINGUISHED FLYING CROSS**

"For heroism or extraordinary achievement in aerial flight . . ."

★ **NEWCOMER, Loyd E., CDR, usn**, for extraordinary achievement in aerial flight during Operation Deep Freeze 60 in the Antarctic, while serving with Air Development Squadron Six (VX 6), from 2 Nov 1959 to 17 Feb 1960. As aircraft commander of a ski-equipped aircraft, CDR Newcomer carried out a flight from the Naval Air Facility, McMurdo Sound, Antarctica, to Wilkes Station, Antarctica, a distance of 1170 nautical miles, to evacuate a patient to McMurdo. This flight was conducted over previously uncharted territory, and the landing was made on an unprepared snow surface, with no tower.

★ **SKALLA, Derald Z., LCDR, usn**, for extraordinary achievement in aerial flight from 25 July through 15 Sep 1960 as a Project Pilot of F3H aircraft at the Naval Air Test Center, Patuxent River, Maryland. Assigned the task of evaluating the F3H during afterburner operation in extremely adverse weather, LCDR Skalla succeeded in obtaining invaluable data and in expeditiously completing the project although his air-

craft sustained numerous lightning strikes, frequent airframe damage, and repeated loss of the longitudinal control feel system.



**NAVY AND MARINE CORPS MEDAL**

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **BAILEY, William D., FN, usn**, for heroic conduct in rescuing a man from drowning in Hampton River, Hampton, Virginia, on the night of 3 Nov 1960. Witnessing the 35-foot plunge of an automobile which crashed through a guard rail on the high-level Hampton Roads Tunnel approach bridge and fell into the river below, Bailey, who was on his way home to Newport News, immediately stopped his car and leaped from the bridge into the darkened waters. Swimming to the victim, he managed to keep the man's head above water until a rescue squad arrived. Through his prompt and courageous actions in an emergency, Bailey was directly responsible for saving a life.

★ **BRIGHTWELL, John D., AD3, usn**, for heroic conduct on 1 Nov 1960 while serving with Helicopter Training Squadron Eight, Ellyson Field, Pensacola, Florida. While on liberty in Pensacola, Brightwell rushed to the assistance of a woman who was being attacked by a man armed with a pistol. Fatally wounded while grappling with the woman's assailant in the darkness, Brightwell, in sacrificing his own life to protect the life of another, displayed both courage and selflessness.

★ **SMALLWOOD, James E., MM3, usn**, for heroic conduct on 14 Jun 1960 while serving on board *uss Sargo, SS(N) 583*, moored at the Submarine Base, Pearl Harbor, Hawaii. While supervising the operation of charging high pressure oxygen into *Sargo's* storage banks, Smallwood firmly and meticulously carried out the ship's safety precautions requiring isolation of the charging compartment from the remainder of the vessel. Aware of the potential danger involved, he kept the watertight door and bulkhead flappers shut. Smallwood lost his life in a raging fire which broke out during the oxygen charge. Through his steadfast adherence to safety precautions, he undoubtedly prevented further loss of life and probable major disaster.



# BOOKS: CHOOSE YOUR SUBJECTS FROM COLD WAR TO COLD WATER

**A**LTHOUGH THE BOOKS selected for review this month range from think pieces concerning the Cold War and nuclear warfare to swash-buckling historical romances, we can't think of a better title with which to lead off the list than *Seven Miles Down* by Jacques Piccard and Dr. Robert S. Dietz. This, and other titles mentioned here, may be found in your ship or station library.

The relatively unpublicized exploit of Professor Piccard and LT Don Walsh, in which they reached the uttermost depths of the ocean—37,800 feet—off Guam in the Marianas Trench, might very well be compared, in significance to mankind, to the journey of the astronauts to outer space. *Seven Miles* is the story of this, and other preliminary descents. The actual dive, and the circumstances surrounding it, are described in considerable detail. (Even at such a depth, they found sizeable fish.) During an earlier 700-fathom dive in the San Diego Trench, the authors discovered that, despite the tremendous pressure encountered, the half-dozen eggs suspended outside the gondola in a porous container, survived the trip nicely. The book establishes the importance of the ultra-deep submersible in oceanography and points the way to further extensive explorations. For the technical-minded, there is an appendix which gives a detailed description of *Trieste*, a table of her dives, and numerous photographs.

While we are still well below the surface, it might be helpful to consider another offering—*Subsunk*, subtitled "The Story of Submarine Escape," by Captain W. O. Shelford, RN (Ret.). The subtitle just about tells the story. Many yarns have been told of submarine rescue, but this volume attempts to give a world view of submarine disasters and the efforts to escape from sunken subs. Going back to the earliest recorded escape from a vessel disabled below the surface some 100 years ago, the author traces the various methods and devices tested since—early efforts to lift whole ships, emergence through torpedo tubes, the Momsen lung, and the rescue bell. There are also descriptions of notable sub-

marine disasters. Should be of considerable interest to submariners and historians.

*Abandoned*, by A. L. Todd, continues the theme of fascinating disaster. This is the story of the Greely Expedition (1881-84) during which only six men returned of the 26 who started. Army Lieutenant Adolphus W. Greely was given command of an expedition which was to establish one of a chain of international circumpolar meteorological stations. Unfortunately, he knew nothing about polar life. Nevertheless, he and his men performed extraordinary feats and set a new record in exploration, but relief ships failed to arrive. When the survivors were eventually rescued, charges of cannibalism began to arise shortly after their joyous homecoming. Todd fully describes the incident from beginning to end.

Another true-life hair-raiser is *The Heroes*, by Ronald McKie. This tells the story of two highly-classified attacks by a small band of British and Australian commandos, launched from Australia across 2000 miles of Japanese-held waters against Singapore. The first was highly successful. The second wasn't. No one quite knew what happened; even at war's end, no word, no details, were known to the Allies about the fate of the second group. (The Japanese, while keeping the details of the expedition a highly classified secret, had the utmost respect for the heroism of the men involved. They praised them to their own troops as supreme examples of courage and patriotism, and considered them "heroes" comparable in every way with the famous names in their own military tradi-

tion.) The author presents his story both from the Allied and Japanese points of view.

*The War Called Peace*, by Harry and Bonaro Overstreet, and *The Necessity for Choice*, by Henry A. Kissinger, are two selections of an entirely different character. *War Called Peace* is about Khrushchev, his purposes and his tactics. Does he offer a new brand of communism that has in it glimmers of hope for peace and freedom, or is he merely a more shrewd and dangerous strategist for a communism that has never changed and shows no intention of changing? As in their earlier book, *What We Must Know About Communism*, the Overstreets maintain that we must try to learn the nature and intentions of our possible opponents.

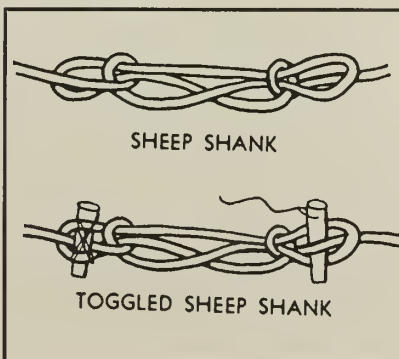
*The Necessity for Choice* is a serious book, addressed primarily to the politically knowledgeable, in an attempt to define the major issues of foreign policy that will confront the United States in the 1960's. Professor Kissinger does not believe that simple virtue and persistence are enough to solve such problems as arms control, the possibility of reunification of Germany, NATO, the conduct of diplomacy, the concept of limited warfare, and the emergence of new nations. After discussing the process of political evolution, he concludes with an examination of the roles of the policymaker and the intellectual in a bureaucratic system.

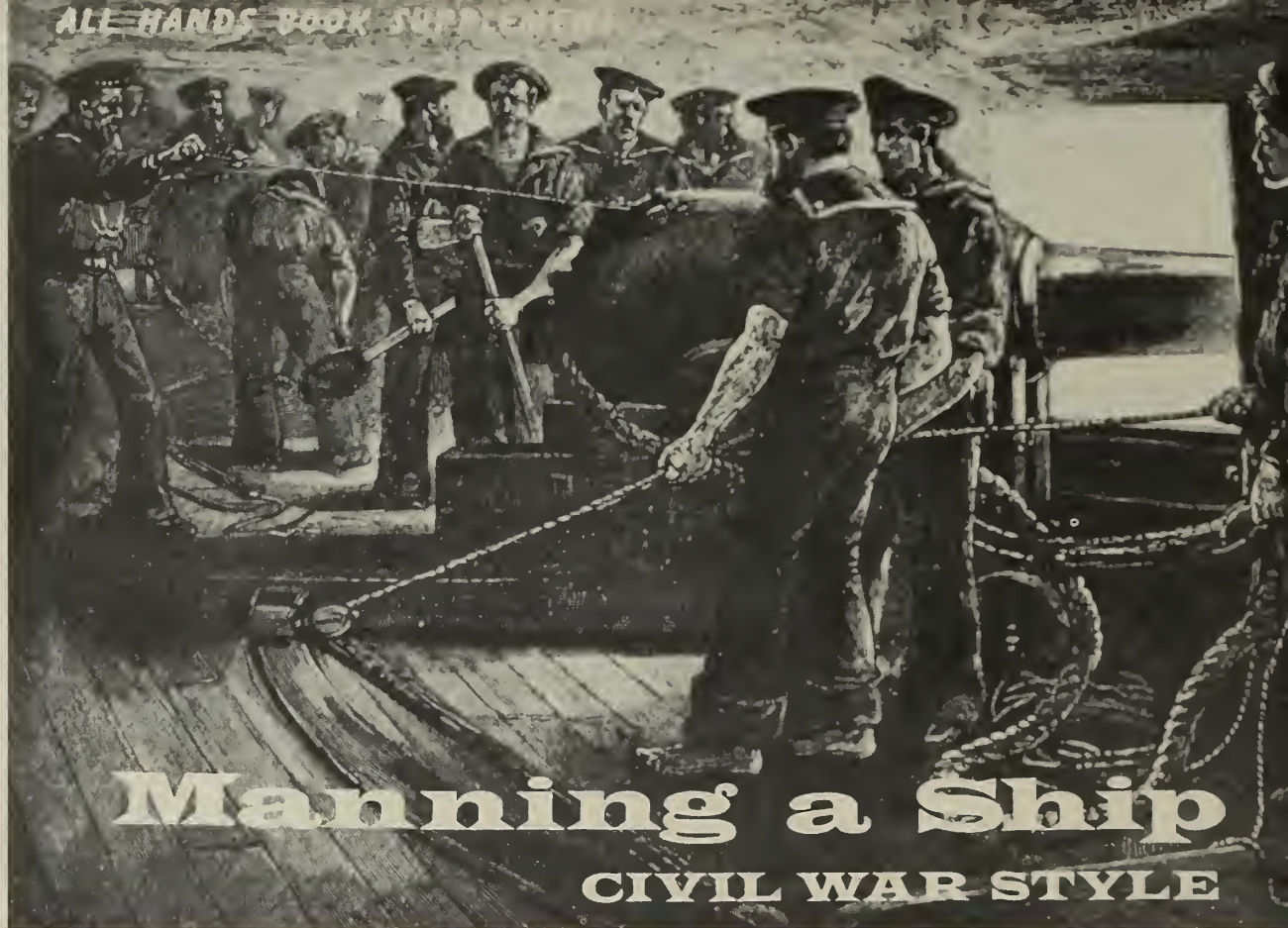
For somewhat lighter reading, you might consider this month's fiction offerings.

*Send A Gunboat*, by Douglas Reeman, is a nautical yarn concerning the efforts of the skipper of a tired, old—and unduly small—gunboat to rescue the British residents of a small island off the coast of China who are threatened by a Chinese communist invasion. The hero is compelled to combat bureaucracy, communists, a mutinous crew, reluctant rescues and, of course, The Girl, before he finds a safe harbor in the final pages.

*Daishi-San*, by Robert Lund, is a little different. This is based on the life of Will Adams, a seaman-adventurer in the times of Queen Elizabeth. After sailing with Drake, he has adventures in just about every port in the world, finally ends his career in Japan as an advisor to a shogun. Colorful and easy to read.

## Grains of Salt —





# Manning a Ship

## CIVIL WAR STYLE

*There's a vast difference between the ships of today's Navy and the sailing warships of the Civil War era. But one thing both the old and the new have in common is a manning organization. Then as now, crew members were assigned to duty stations and the cleaning, berthing, and messing bills established. Then as now, there were different duties for different ratings.*

*Here is one of the first detailed set of instructions, in narrative form, for the manning of a ship of the old Navy. It was written by LCDR Stephen B. Luce in 1863 and appears in his "Seamanship," a publication that for many years was one of the Navy's main textbooks.*

*S. B. Luce was one of the Navy's all-time greats. Throughout his 48-year career he had a keen interest in enlisted personnel and in training. He was instrumental in founding the Navy's apprentice system, the Naval War College, and the forerunner of the present Naval Training Center system.*

*Perhaps his strongest interest was seamanship—a subject in which he was an acknowledged master. He was one of that rare breed, a master seaman who could—and did—write about seamanship in a way that did credit to his knowledge. He retired as a rear admiral in 1889.*

**W**HEN A NEW SHIP goes into commission, the proper and early organization of officers and crew is a subject of the first consideration, and one which calls for the earnest and exclusive attention of the executive officer, upon whom this duty principally devolves.

There is one rule that should be invariable, namely: that he, the executive officer, should be "up and doing"

every morning, by daylight.

Daily, weekly, and monthly routines are established in many ships for the express purpose of securing a regular system of carrying on duties, drills and exercises. Besides organization proper, there are certain other matters which may be classed under the same general head, and which belong to every well-ordered ship.

Cleanliness, for example, is absolutely indispensable, and as it bears directly upon health, should receive every attention.

It has been said of Lord Collingwood that he "... carried his system of arrangement and care to such a degree of perfection, that perhaps no society in the world of equal extent was so healthy as the crew of his flagship. She had usually 800 men; was, on one occasion, more than a year and a half without going into port, and during that time never had more than six and generally only four persons on her sick list. This result was occasioned by his attention to dryness (for he rarely permitted washing between decks), to the frequent ventilation of the hammocks and clothes, to the creating of as much circulation of air below as possible, to the diet and amusement of the men; but above all, by the contented spirits of the sailors, who loved their commander as their protector and friend." These few sentences are a fund of good advice.

**S**ILENCE IS ONE of the evidences of good discipline, and the crew soon acquire the habit, if properly instructed by the precept and example of the officers. Hailing the deck from aloft, giving orders in an un-



necessary loud tone, and useless repetitions of commands, should not be tolerated.

"Hark! the boatswain rudely bawling," is no poetic license in some ships, while in others the "pipe" is used almost exclusively to the great saving of noise.

The pipe to meals consists of three distinct parts. For "turning to," the same may be used, omitting the middle part. This change alone saves the voices of the boatswain and his mates three times a day, and is certainly preferable to the old method.

Calls for hammocks and for boats may be made up from the following and their combinations:

The pipe of *attention* (used by the boatswain to summon his mates).

The pipe to *haul*.

The pipe to *belay*.

The pipe to *heave around*.

The pipe to *veer* (which may be repeated one or more times).

The pipe for *side boys*.

The pipe *down*.

The drum and bugle may also be used for calls and signals.

An improvement in calling the crew on extraordinary occasions, when the voice is used, may be made by dropping the "All hands," and calling out distinctly what is required—such as "Reef topsails."

Alacrity is another essential; a crew should be habituated as early as possible to move smartly about the decks. When all hands are summoned on deck, they should go up the ladders on the run.

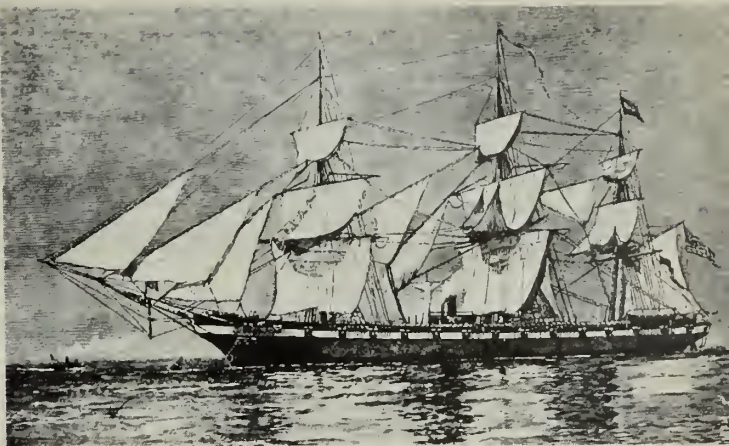
**I**N RESPECT TO internal organization, the French men-of-war are probably not excelled by those of any other nation. Their method seems to leave little to be desired for stationing a crew. The watch bill may be said to be the key to our system of stations—the quarter bill of theirs.

It is said to be no unusual performance for a French line-of-battle ship, not six months in commission, to heave-in 90 fathoms of chain and make all sail within 14 minutes from the signal to "get underway." A topsail will be shifted in little more than seven minutes and a half. A whole squadron has been known in a gale, with a heavy sea running, to strike topgallant masts in nine minutes. A screw line-of-battle ship was observed to single-reef her topsails in rather less than two minutes and 25 seconds.

Such expedition is very becoming to a man-of-war, and is attained, first, by carefully stationing the crew; and secondly, by regular and systematic exercises.

Organization includes the Berthing, Messing, Watching, Quartering and Stationing of the crew.

• **Berthing.** Berthing requires the earliest attention, and the operation may be facilitated by having a plan of the decks, showing the hammock-hooks of every available berth. The watches should be distributed equally



**BROADSIDE VIEW**—uss *Hartford* is an example of the type of ships in which LCDR Stephen B. Luce sailed.

on each side of the ship so that when one watch is piped up, the other will not be left entirely on one side.

Boatswain's mates and men liable to a call at any time of the night should be berthed near the hatchways; quartermasters, marines and others who keep watch and sleep in the morning, should be berthed where they will not be disturbed after all hands are called. At least one boat's crew should be so berthed that they can be called at a moment's notice.

The boys of the ship must be berthed together and separate from the rest of the crew.

On a tack over the forward hammock-hook of each billet is hung the number, corresponding to the hammock, neatly painted on a small tin plate.

• **Hammocks.** The hammock numbers correspond to the watch numbers, the odd—such as 1, 3, 5, 7—for the starboard; the even—such as 2, 4, 6—for the port watch. In quartering the crew, all the starboard watch are to be distributed among the odd-numbered guns, the port watch among the even, presuming that the force and intelligence of the crew are equally divided. In this way when preparing for action at night, at least half the battery may be fully manned, while the watch below are bringing up and stowing the hammocks.

On each hammock should be sewed the owner's watch number, neatly painted on a piece of canvas, cut in a regular and symmetrical form.

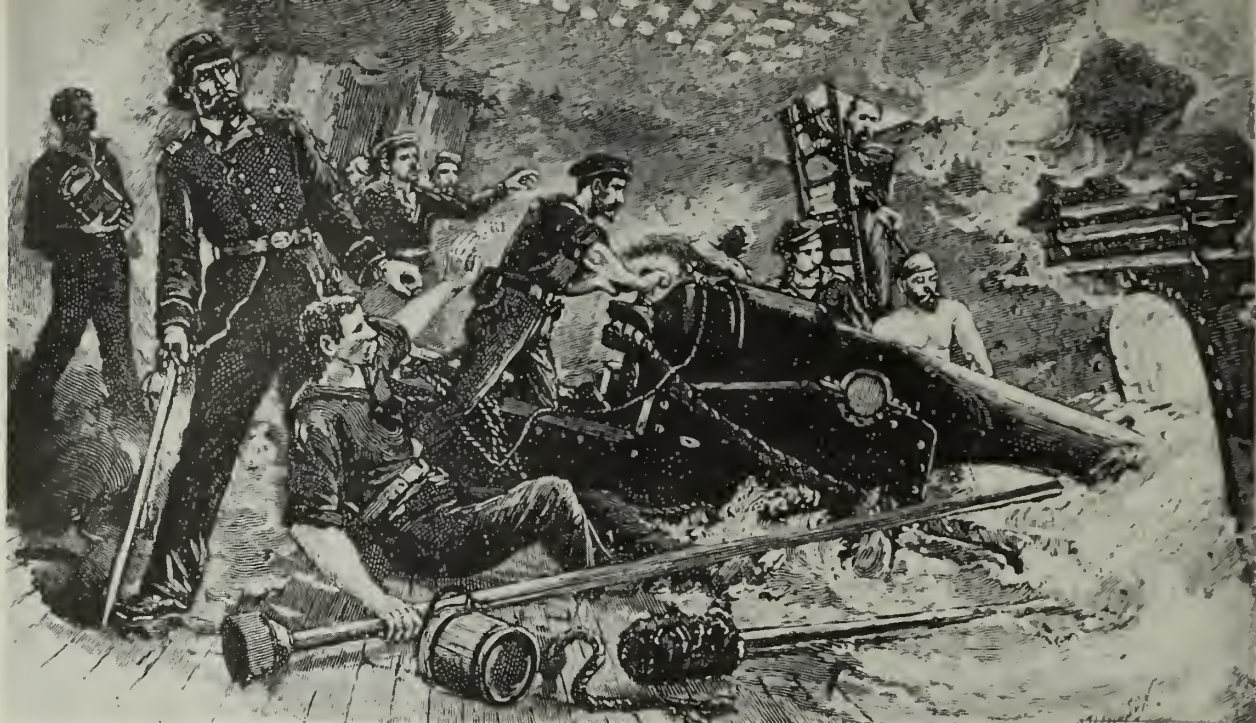
Hammocks are lashed up by taking seven marling turns with a manila, or white rope (untarred hemp) lashing. "Tie-ties" are now preferred to lashings, as the hammock can be tied quicker than lashed. They do not wear out the hammock as a lashing does and are much neater. Every hammock should have three good nettle stops on the head for stopping on the girtlines, and two on the foot. Some officers prefer having the stops put on the girtlines.

As hammock girtlines are usually fitted to trice up alongside the masts, the rule for stopping-on hammocks is with the numbers "up and out."



**LCDR Stephen B. Luce, USN**





**STARBOARD LIST** — Water rushing in on below-the-deck gun mounts was a major hazard in ships of Civil War days.

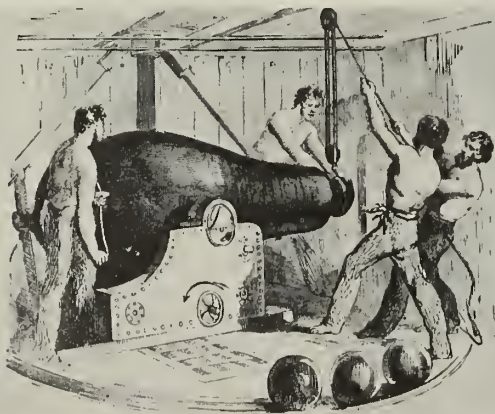
A regular station-bill for stopping-on hammocks, especially on board large ships, conduces to order and saves time and annoyance.

Bedding may be effectually aired in port by stopping it on the hammock girtlines by the station-bill, thus securing more system than by the usual method.

A complete set of clean hammocks should always be on hand. After scrubbing, they are turned in by guns' crews, each one carefully inspected to ascertain if it has been properly scrubbed—then rolled up, placed in a bag or case having the gun's number painted on it and taken to the sail-room where the sailmaker receives it. A torn or badly stained hammock should be left out and given to the sailmaker's mate to be exchanged.

Hammocks stow in their own parts of the ship. A gauge to level them at the right height above the rail, and a hoop through which they are required to pass, are sometimes used.

• **Sea Bags.** Bags should be marked with his "ship's number," so that when a man is shifted to another part of the ship, his hammock number alone is changed.



**BIG SHOT** — Line drawing shows sailors loading a 15-inch gun of the type used on turrets of USS Monitor.

The arrangement for stowing bags should engage the serious attention of the executive officer, for on it depends much of the comfort and health of the crew.

The principal points to keep in view are these: Facility to get at them at any time for the purpose of shifting into dry, working, or mustering clothes; stowed so that any one bag can be readily obtained; to present a uniform and neat appearance; and to be measurably secure from theft.

The crew are expected to dress for the day during the breakfast hour. It has been found convenient to have a board arranged with slips, on each of which is painted the name of an article of uniform—such as "white frocks" or "blue trousers." The board is hung in some conspicuous part of the ship, as at the main hatch or scuttlebutt.

Before quarters for inspection, the bags should be neatly stowed, and not touched again until after supper, when the crew shift into blue woollen clothes for the night. As a general rule, no one is allowed to have his bag out of the regular time.

The men should be allowed to have their bags at least once a week for the purpose of overhauling, mending, marking, and airing their clothes. Saturday afternoon is generally devoted to this. When circumstances permit, bags are piped up twice a week, and Wednesday given for the same purpose.

• **Ditty-Bags.** These contribute much to the comfort of the men and should be allowed. That they may not become a nuisance, they should be made of prescribed dimensions and a definite place assigned for their storage. Ditty boxes are not permissible.

• **Clothing.** Each piece should be distinctly marked with the owner's name and his ship's number. Working clothes have no recognized existence. If every man were required to have a couple of jumpers and a pair of overalls made of strong cotton-stuff, like Kentucky jean, or denim, he would work with greater freedom and save his more expensive clothing for special occasions.



• **Pea-Jacket Bags.** One for each part of the ship has been found useful. They should be distinctly marked and in a place assigned for them. "A place for everything and everything in its place" is a rule particularly applicable to a man-of-war.

• **Messing.** The crew is divided into messes of 12 or 14 members each, as may be found convenient. Each mess has its own cook appointed from among their number. It is his duty to draw provisions, take care of the mess-traps and clean the berth-deck. As a general rule, the members of each mess take it by turns to act as cook, week and week about.

Petty officers mess by themselves and employ "steady cooks," that is, men of inferior rating who, for certain considerations (generally their ration) take charge of the mess for an indefinite period.

Steady cooks are in some respects desirable; under a good master-at-arms they soon become thoroughly drilled in their duties—they keep their messes in good order and the berth-deck dry and clean.

• **The Watch-Bill.** In filling important stations, such men are selected as by their long services and capacities are best suited to them. By ascertaining the length of time each man has been at sea and in the service of the United States, the stations they held in their last vessel—being also governed in some measure by the general bearing, manner and appearance of each—you will be able to appoint them to their proper stations, selecting the best from among the seamen for petty officers.

**B**OTH IN WATCHING AND QUARTERING a crew, they should be so stationed that they will find their general duties to be in some particular part of the vessel. For instance, a forecandle-man or foretop-man should be stationed on or near the forecandle and around the foremast and quartered at one of the forward guns; the maintop-men amidships; the mizzen-top-men, after-guard and marines abaft; the carpenters in the vicinity of the pumps, and so on.

A system of partners is also valuable in the performance of duty. That is, having the men divided off into pairs, so that each man may know his partner and be responsible for his station when he is absent from the vessel or deck. The partners should be stationed at the same gun but on different sides. They should have the same station in different watches. There should be but one in the same boat and, if possible, the other should

not belong to any boat. Their hammocks should hang as near together as possible. They should mess together. Thus, they will be united in a common feeling of support.

**THE PETTY OFFICERS** — boatswain's mates, quartermasters, quarter-gunners, captains of the forecandle and tops—are appointed from those seamen whose characters and capacities have entitled them to advancement to these stations where they are intrusted with much responsibility and authority and can set an example to the rest of the crew. There are other petty officers, such as master-at-arms, ship's corporals, coxswains, ship's cook, etc.

On the forecandle are stationed able seamen—men acquainted with the duties of a sailor—together with a few ordinary seamen and landsmen.

In the tops are stationed seamen, ordinary seamen—active, able-bodied men. Also a few boys of the first class to handle the light sails.

The mastmen and captains of the after-guard should be elderly seamen, if there are any on board who are not petty officers—who, though incapable of performing the rough work of a forecandle or top, may fill these stations well. (Some maintain, however, that the mastmen should be young, active and intelligent seamen.)

The after-guard should be made up of a few seamen, ordinary seamen and landsmen. Mechanics, musicians and servants are generally watched in the after-guard.

**IDLERS** ARE those who are not watched, having day duties to perform of a peculiar nature, such as master-at-arms, the yeoman who has charge of the store rooms and keeps the expenditure book, the cooks, and so on. These men, though not required to keep a regular watch, should have stations allotted them in all evolutions.

A number of officers in all vessels are termed idlers: The captain or commander, first lieutenant or executive officer, navigator, paymaster, surgeon, marine officer, chaplain, clerks, and the midshipmen who are stationed on the lower decks. They keep no watch but are on duty during the day.

The marines are always watched at sea, and perform duty on the quarter-deck with the after-guard.

A few of the smaller boys, who are not distributed among the tops to work the topgallant and royal-yards and hand the light sails, are stationed on the quarterdeck to stand duty as messengers of the watch.

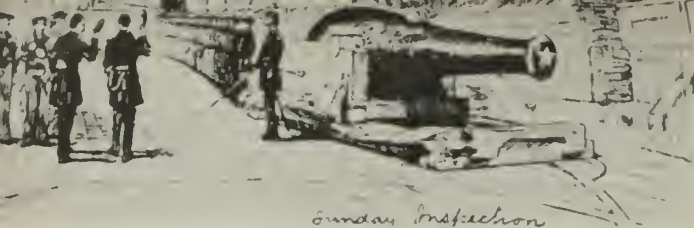


**STONING** — Even old-timers probably won't recognize this type holystone used to clean the wooden decks.



**CROSSING-THE-LINE** ceremonies of the 19th century, replete with Neptune's Rex, were part of Navy life





*Sunday Inspection*  
**STAND-BY** — Sailors of Civil War era are lined up for Sunday inspection, which is not common in today's Navy.

Stations for work aloft should be arranged as to give each man about the same amount of canvas to handle. To do this, take the complement allowed the ship and deduct from it the officers, marines and the idlers—and the remainder will be the number of working hands for the watch and station bills. From this number take the boatswain's mates, quarter-masters, etc., and distribute the remaining strength according to the canvas on the lower and topsail yards.



*The Hospital*  
**MEDICAL CARE** — Line drawing shows the arrangement of sick bay facilities found in ships of Civil War days.

**A**FTER THE WATCH-BILL is made out, having divided the men equally into two watches, starboard and port, the other station-bills are formed: Tacking & wearing, reefing & hoisting, making & shortening sail, mooring & unmooring, getting underway & coming to anchor. Take care to have at each station an equal number of each watch. In this way, with but one watch on deck, the vessel may be worked and all stations manned. This divides the force, and you have an equal number of men on each side of the deck.

Boats' crews should be selected as soon as possible, particularly if the ship is lying in the stream when their

**SWINGING CHOW** — Mess tables in early sailing ships hung from overhead to lessen effects of rough seas.



services will be in constant demand. They should be placed in charge of coxswains and taken from the different parts of the ship so as not to weaken one part more than the other.

While at sea there should be a full lifeboat's crew in each watch, and in case a man falls overboard they, and they only, are to man the boat.

If it were the custom to call the watch at night 10 or 15 minutes before eight bells, detail all reliefs and the lifeboat's crew, then there would always be a full watch on deck wide awake and ready for work. The ship when under canvas in bad weather would not then be jeopardized twice each night.

**I**N SELECTING MEN for captains of guns, take those petty officers who are not appointed to more important stations; men long accustomed to the gun exercise on board ship—steady, trusty, able-bodied men with good sight. After supplying the guns with first captains, proceed upon the same principle in selecting second captains from among the seamen. Then select the spongers and loaders (who shall be light, active men), shell men, handspike men, etc.

For the first division of boarders select the most effective men. For sail-trimmers, select men stationed on the spar deck. For the wheel, select the best helmsman in the vessel. At the relieving tackles, station an officer or quartermaster, with a few men to steer the vessel in case the wheel or tiller ropes are shot away. In the magazine, station the gunner and his mates, and the ship's cooper. Select for the stations below (for passing shot and powder) the men who would be least effective on deck, the men who are least capable of acting promptly in the heat of action. Select active topmen for the master's division, to attend the stoppers and remain in the tops.

**T**HE FIRST LIEUTENANT, under the direction of the commander, directs the gun batteries. The navigator, under the direction of both and assisted by the boatswain on the forecastle, attends to the maneuvers. The other lieutenants are each stationed to command a division.

The marines are in the waist or on the poop. Some are stationed in each top to annoy the men at the enemy's guns. The midshipmen are distributed about in the tops and at the divisions to the best advantage.

Under the present system the men remain on board the receiving ship until the vessel fitting out is enough advanced to receive the new crew. No pains should be spared to get a good master-at-arms, good ship's cook, good painter, good cooper, good shoemaker and a good fiddler.

Mess cooks should be selected and the master-at-arms and ship's cook should go on board to see if all the galley arrangements and mess-chests are complete. It is found convenient, generally, to take the men from the receiving ship after dinner, for it is easier to have supper as the first meal on the new ship.

When the watch-bill is complete it will take a good clerk but a few hours to fill up the billets. If the billet slips are handed to the men before they leave the receiving ship, they can shoulder their bags and hammocks, march on board their own ship, stow their hammocks in the proper netting and their bags in their own mess, and go to general quarters the next moment, if need be.

Blank forms of billets should be printed on strong



paper so that the men may keep them in their caps without wearing out too soon.

• Following is a form of billet to be given each one of the crew before going into commission:

# **WATCH NUMBER — 2. Charles Anderson (Captain of forecastle)**

<i>Reefing</i>	<i>Head bowlines</i>
<i>Tacking</i>	<i>Forecastle. Let go head bowlines.</i>
<i>and Wearing</i>	<i>Let go and shorten—in fore tack and belay it.</i>
<i>Getting underway</i>	<i>Head bowlines. Downhauls and head-sheets.</i>
<i>Anchoring</i>	<i>Head bowlines. Sheets and tack. Downhauls</i>
<i>Loosing</i>	<i>Fore-topmast staysail.</i>
<i>Furling</i>	<i>Head bowlines and downhauls. Staysail.</i>
<i>Bending sails</i>	<i>Clear away jib-stay. Reeve it. Hook balliards. Man downhaul. Hook lower block of sail burton and yardarm whips.</i>
<i>T.G. and Royal Yards</i>	<i>Fore-topgallant yard rope.</i>
<i>Mooring and unmooring</i>	<i>Forecastle. Port.</i>
<i>Quarters</i>	<i>No. 8 gun. First captain. Second boarder.</i>
<i>Boat</i>	<i>Launch. Chief of howitzer.</i>
<i>Mess</i>	<i>No. 2.</i>

# **WATCH NUMBER — 76. Peter Brown (Seaman)**

<i>Reefing</i>	<i>Main-top-sail and main-top-sail balliards.</i>
<i>Tacking</i>	<i>Main clew-garnets, main tack.</i>
<i>and Wearing</i>	
<i>Getting underway</i>	<i>Loose main-top-sail.</i>
<i>Anchoring</i>	<i>Main-top-sail clewlines or clew-jiggers. Main brace.</i>
<i>Loosing</i>	<i>Main-top-sail.</i>
<i>Furling</i>	<i>Main-top-sail.</i>
<i>Bending sails</i>	<i>Hook and overhaul burton. Yard arm whip. Toggle buntlines. Top-sail yard to overhaul rigging and get ready.</i>
<i>T.G. and Royal Yards</i>	<i>Main topgallant yard rope.</i>
<i>Mooring and unmooring</i>	<i>Take off nippers and range cable.</i>
<i>Quarters</i>	<i>No. 8 gun. First loader. Second boarder.</i>
<i>Boat</i>	<i>Third cutter.</i>
<i>Mess</i>	<i>No. 6.</i>

• Duties of men in different parts of the ship:  
*Forecattle Men* rig and unrig the bowsprit, jib-boom, flying-jib-boom, fore-mast and fore-yard.

Bend and unbend, loose and furl the head sails, fore-sail, lower, and topmast studding-sails.

Reeve and unreeve, overhaul and hook cat and fish; pass ring-stopper and shank-painter, lash cables for clearing hawse, and stow anchors.

Lash fore-runners and tackle; hook the top-tackle blocks to top-pendants and reeve fore-jeers.

*Fore-top Men* reeve and unreeve top-pendant; fit and

reeve all standing and running rigging above the top.

Bend, unbend, loose, reef, and furl fore-top-sail, top-gallant sail and royal; main top-mast and topgallant stay-sails, set and take-in fore-topgallant, studding-sail, and hook the burton for topmast studding-sail.

Shift fore top-mast and topgallant-mast, topsail, and topgallant yards, and put whips on yards and stays. Set up topmast and topgallant and royal backstays.

*Main-top Men* have much the same duties as the fore-top men in their own tops. Working with the watch a main-top man takes the lead in the port channels.

*Mizzen-top Men* loose and furl the peak of the spanker; clean and keep in order the port channels and port side of the quarterdeck or poop.

*After-guard Men* have the care of the starboard side of quarterdeck and poop, and starboard mizzen channels. Those stationed on the main yard bend, unbend, reef, loose, furl and shift the main-sail. Others man the main-trysail and spanker. They look out for the mizzen rigging and cross-jack yard.

*Quarter-gunnery* rig and unrig the main mast and main yard. They turn in, set up, spar and rattle-down main and futtock rigging. Bend, unbend, loose, reef, and furl main sail, main-stay sail and main-topmast studding sail. They attend the lower studding sail, outhaul and after-guy, the fore-topmast, studding-sail tack and boom-brace, main tack and sheet.

They reeve main-jeers, hook main-top tackles and look out for sheet anchors. They attend at the capstan when heaving in. Also, they look out for the batteries, ordnance stores and life-buoys.

*Quarter-Masters*, being generally main-yard men, work on the main yard and in the main rigging. To them belongs everything pertaining to the sounding gear, signal gear, and signals.

At sea they attend to the conning (steering) of the ship and to the heaving of the deep-sea lead and the log.

*That was the life of a Navyman aboard ship back in the Civil War era. It's a lot different from today's streamlined ships and the jobs of their crews. But then, as today, each man had a job to do, and on the way he did his job depended the reputation of his ship.*

**PROBLEM KNOT —** Potential Navy recruits of nineteenth century were examined to determine seamanship ability.



# TAFFRAIL TALK

THE U. S. SIXTH FLEET, as most everyone knows by now, provides America with a first line of defense, massive deterrent power, and a good share of our offensive "strike back" capabilities in the Mediterranean sector of the world. The Fleet must be maintained in a constant state of operational readiness, alert for any eventuality in that neck of the woods. Frequent training maneuvers in company with units of our NATO allies, too, keep ships, planes and men hopping for days and weeks at a stretch. All of this adds up to a lot of hard work—and Sixth Fleet sailors, deservedly, have won a reputation for being among the hardest working around.

There can be compensations in Med duty, however. We received a release from the attack aircraft carrier *Shangri La* (CVA 38) recently, for example, which tells of one such compensation—a visit to Cannes, France. Seems that while enjoying a short break from their rigorous routine in that sunny mecca on the southern French coast, *Shangri La's* hangar bay number one was converted into a stage, and the crew was treated to a fashion show featuring the newest Paris creations—plus five stunningly statuesque French models.

A picture, it's been said, is worth 10,000 words—and photos accompanying the release furnished more than ample evidence that *Shangri La* sailors enjoyed the show immensely. Were we betting men, however, we'd be willing to risk a small sum in a friendly wager that there aren't five men aboard that carrier right now who could tell you what any of those models were wearing.

★ ★ ★

A brief news item recently bestowed upon us by a Moffett Field-based attack squadron deals with the activities of the squadron mascot, a "newly-discovered" species of skyhawk they've named Rough Raider. Rough Raider, a real live bird, accompanies the squadron CO on his weekly plane inspection rounds—the idea being, as we understand it, that the hawk's piercing stare symbolizes the thorough once-over each plane receives as part of the squadron's aviation safety program.

Furthermore, according to the release, the squadron is so impressed with its new feathered friend it has even proposed a scientific name for him—"falco skyhawkus durandi"—and has forwarded its recommendation to the Smithsonian Institution for approval.

What also intrigued us, however, was the name of the PIO who sent us said release. It was—so help us—LT A. S. Falconer.

*The All Hands Staff*



## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Use of funds for printing of this publication is approved by the Director of the Bureau of the Budget 25 June 1958. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau should be kept informed of changes in the number of copies required.

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• AT RIGHT: FOR MEDICINE — A nuclear reactor facility like this one will be installed at National Naval Medical Center, Bethesda, Md., as part of the Armed Forces Radiobiology Research Institute. It will be used in the study of radiation effects by scientists from the services, as well as other government and civilian agencies.







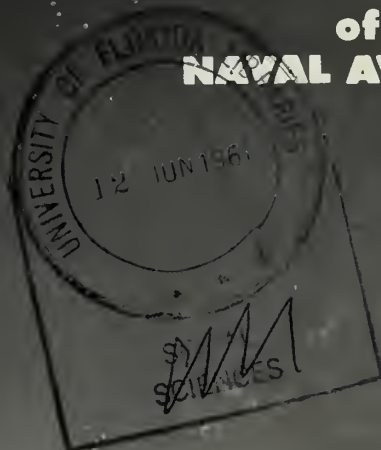
**man of**         
**RESPONSIBILITY**



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

in this issue  
**FIFTY YEARS**  
of  
**NAVAL AVIATION**



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
**PASS THIS COPY ALONG**

JUNE 1961

59.05  
416





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1961

Nav-Pers-O

NUMBER 533

VICE ADMIRAL W. R. SMEDBERG III, USN

The Chief of Naval Personnel

REAR ADMIRAL A. E. LOOMIS, USN

The Deputy Chief of Naval Personnel

CAPTAIN F. R. WHITBY, Jr., USN

Assistant Chief for Morale Services

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French Crawford Smith, **Reserve**

• **FRONT COVER: ALL STEAMED UP**—An all-weather F8U-2N jet *Crusader* stands poised on steam catapult of attack carrier *USS Forrestal* (CVA 591) prior to launching as Navy pilots test their skill in carrier operation.

• **AT LEFT: KING-SIZE CUSTOMER**—*USS Coral Sea* (CVA 431) gets her tanks refilled via hoses from fleet oiler *USS Manatee* (AO 581) as the floating naval air station continues her operation at sea.

• **CREDITS:** All photographs published in **ALL HANDS** are official Department of Defense photos unless otherwise designated.

Photos on pages 32-36 courtesy of NASA.



CARRIER SCENE—Pilot of modern jet readies for blast-off from USS *Forrestal* (CVA 59) during flight operations.

# Fifty Years of Naval

ON A SPRING DAY 50 years ago, a Navy captain in Washington, D.C., wrote requisitions for two items of wood, canvas, bamboo, rubber and metal. In short, for two airplanes.

One was to be equipped for arising from—or alighting on—land or water, to have a metal-tipped wood propeller designed for a speed of at least 45 mph, to have provisions for carrying a passenger alongside the pilot, and to have controls that could be operated by pilot or passenger.

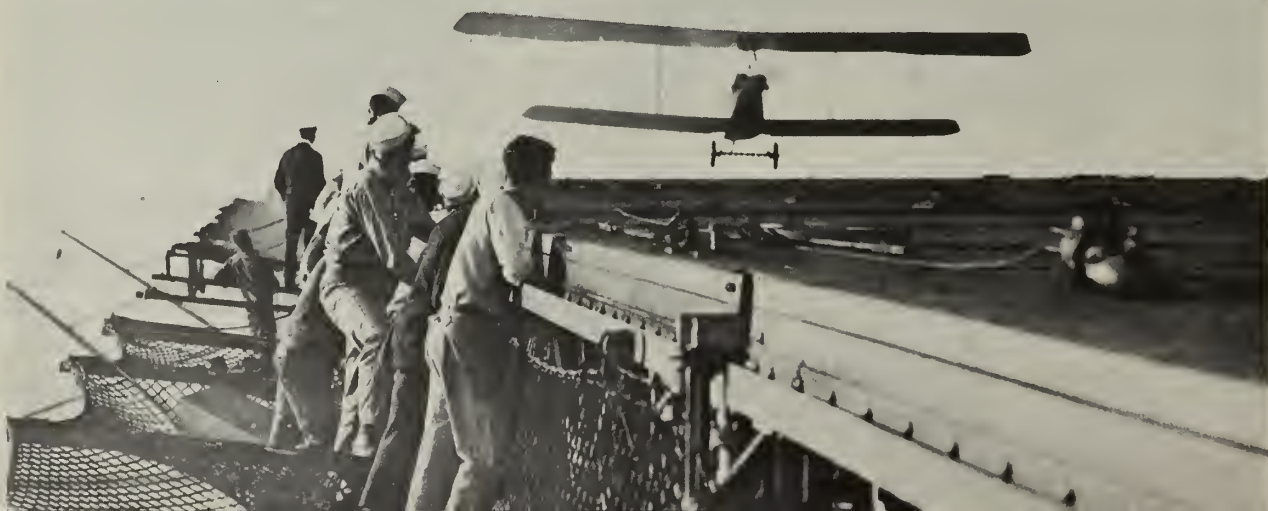
The airplane described here took form as the A-1. It was also named *Triad*, for its triple ability to fly in the air and land on either the ground or the sea. A-1 was delivered to the Navy on 1 Jul 1911, when it was flown by LT T. G. Ellyson, the Navy's first aviator. Lake Keuka, one of New York state's finger lakes, was the location. Twelve days later, the delivery of the A-1 was followed by the A-2 and Naval aviation had gotten off the ground.

The early years of the present

century—that is, from 1900 to 1914—have long been viewed as a sort of golden and tranquil age in our nation's development. For naval aviation, one of those years was a hot one...so hot and so eventful that the entire year now serves as a base marker for the present Golden, or 50th, Anniversary.

1911's FIRST MONTH, saw, on the 18th, civilian Eugene Ely land a primitive airplane on a platform rigged aboard USS *Pennsylvania*

'SAME' SCENE—Navy air pilot brings plane in for a landing on Navy's first carrier, USS *Langley*, in early '20s.





(ACR 4) in San Francisco Bay.

In February, on the 10th, the Navy Wireless Station at Point Loma, Calif., began experiments in the use of radio communications from airplanes.

On 4 March, \$25,000 was appropriated to the Bureau of Navigation (now BuPers) for aviation experimental purposes. These were the Navy's first funds for naval aviation.

CAPT W. I. Chambers, the Navy's "officer in charge of aviation," reported for duty with the Navy's General Board on 1 April. Thirteen days later his "office of naval aviation"—which consisted of him alone—was set up in BuNav. The following month he prepared the previously mentioned requisitions. In July he was ordered to the Naval Academy to help set up an aviation experimental station at nearby Greenbury Point. It was to develop into the Navy's first aviation base.

On 23 Aug 1911 a handful of offi-

# Aviation

cers on flight duty at other locations were ordered to the Naval Academy "in connection with the test of gasoline motors and other experimental work in the development of aviation, including instruction at the aviation school."

The next month, on the 7th, LT Ellyson experimented with a launching device on Lake Keuka. He made a successful takeoff from an inclined wire running from the beach down to the water.

The A-1 was again in the news on 25 October. LTs Ellyson and J. H. Towers (Naval Aviator No. 3) attempted a durability flight from Annapolis, Md., to Fort Monroe, Va. After covering 112 miles in 122 minutes, they were forced down by a leaking radiator somewhat short of their goal.

**A**VIATION YEAR NO. 1 closed out on 29 December with the aviators at Annapolis being ordered to San Diego, Calif. They were to take their equipment with them and set up an aviation camp on North Island.

Five more planes were added to the Navy's air force in 1912. One of these was the Navy's first flying



ALL TOGETHER—Navy planes of 1923 vintage set out on training flight.

boat, the C-1. A 75-horsepower job, it had a chain-driven propeller.

Naval aviators (who until 22 Mar 1915 were "Navy Air Pilots") engaged in Fleet operations for the first time in January 1913. They took their eight planes to Guantanamo Bay, Cuba, and set up an aviation camp at Fisherman's Point. The airmen demonstrated the ability of their aircraft in scouting, in detecting submerged submarines and mines, and in aerial photography.

In March 1914 the early aircraft designation system which could give

an aircraft and a submarine the same letter/number was changed to one using two letters and a number. The forerunner of our present system, it was one in which the first letter indicated class; the second letter, type within class. Classes were four: A, heavier than air; B, balloons; D, dirigibles; K, kites. Within the A class, the breakdown was: L, land machines; H, hydro-aeroplanes; B, boats; X, combination land and water machines; C, convertible airplanes.

When the United States entered

ON THE ALERT—Carrier men scan sky as F6F Hellcats line flight deck in WW II.







ON THE PROWL—Banshees from USS *Essex* (now CVS-9) hunt enemy in Korea.

World War I, on 6 Apr 1917, the Navy's aviation establishment was quite small. There was only one air station—at Pensacola, Fla. Only 38 qualified aviators and student aviators were on hand. There were 163 men assigned to aviation. And the total count for Navy/Marine Corps aircraft was 54.

**B**Y 11 NOV 1918 the Navy's aviation force in Europe alone numbered 1147 officers and 18,308 enlisted men. During the 19 months of conflict, naval pilots made 22,000 flights, covering three million miles of war patrols and dropping 100 tons of explosives. They sank or damaged 12 U-boats.

Until American airplanes could be built and shipped to Europe, the aviators had to use various foreign-made machines. Later, larger flying boats began to arrive from the U.S.

As the century's teens closed out, a Navy episode made international headlines. The first crossing of the Atlantic by air took place in the spring of 1919. NC-4, a flying boat, departed Trepassey Bay, Newfoundland, and later arrived—via the Azores, Portugal and Spain—at Plymouth, England. Total flying time: 53 hours, 58 minutes. (See *ALL HANDS*, October 1955, pp. 59-63 for a more complete story.)

In 1919, on 19 August, aircraft insignia were changed back to the pre-war design. Wartime aircraft had a concentric circle design on the wings and a vertical red, white and blue design on the tail. Though the tail design was kept, a blue circle inside a white star inside a red circle reappeared on the wings.

**T**HE YEARS FOLLOWING World War I were, in many ways, a period

of rapid development in naval aviation. The beginnings of the carrier fleet lie in this period, and some startling aeronautical innovations took place. Among these were folding wings (for aircraft carrier stowage), improved catapults, and an accurate bombsight. The water-cooled, in-line engine gave way to a radial, air-cooled engine.

At this time, the first of the aviation ratings came into being. Aviation Carpenter's Mate, Aviation Machinist's Mate, Aviation Metal-smith and Aviation Rigger commenced 7 Jul 1921. These four were followed, on 13 Mar 1924, by Aviation Pilot and Aerographer. (During World War I, men assigned to aviation were designated specialists after passing their courses and examinations, but they were still expected to keep up with their regular ratings.)

Tactics, too, were changing. Dive bombing was in use even before it had a name. Navy pilots of the twenties worked out techniques in torpedo attack, scouting, gunfire spotting and advance base operations. They turned to on a variety of duties, including polar exploration and photographic survey.

In 1922, Fleet aviation commands—whose titles had previously been changed from "Air Forces" to "Air Squadrons"—were retitled Aircraft Squadrons of the Scouting and Battle Fleets. In October of that year, USS *Langley* (CV 1) stood out to sea, the Navy's first aircraft carrier.

Most of her earlier work was experimental, but on 22 Nov 1925 she received squadron "Fighting Two" (VF 2). This marked the beginning of her operations as a unit of Aircraft Squadrons, Battle Fleet.

IN THE BEGINNING—Field at what is now NAS North Island looked like this in 1911 when flyers began to set up camp.





**C**ARRIER AVIATION took a big leap forward with the commissioning in November and December (1927) of *uss Saratoga* (CV 3) and *Lexington* (CV 2) (Perhaps the finest warships of their era, they helped carry naval aviation through the doldrums of the 30s and through the critical days following the Japanese strike at Pearl Harbor.)

In 1928 "Lady Lex" received the first torpedo planes to go aboard a carrier.

Progress in lighter-than-air aviation was keyed by an event of the mid-20s. The rigid airship *uss Shenandoah* made fast to a mooring mast built on the stern of *uss Patoka* (AV 6).

The 1930s were years of economic depression. To a large degree this was reflected in the Navy. In brief, the Navy was getting along but it was not humming. Funds were not easy to come by. Yet advances continued to be made. Super-charged power plants, controllable-pitch propellers, more powerful—yet smaller radios, better bombsights, hydraulic arresting gear and catapults—all contributed to the progress of naval aviation.

A major step concerning personnel was taken 15 Apr 1935 when the Naval Cadet Act was passed. By 1938 some 605 NavCads were in training. (Five years earlier, only 30 student pilots were in training.) The Naval Reserve Act of June 1939 provided for a maximum of 6000 Reserve aviation officers.

Representative aircraft of the late 30s were the F3F-2, SBC-3, TBD-1, and PBY-2. The F3F-2, a fighter, had a 260-mph speed and a 720-mile range. It weighed 4550 pounds and had an 850-hp engine. The SBC-3 was a scout bomber with a two-man crew. It could carry a half-ton of bombs.

The TBD-1, first large monoplane designed to operate from carriers, could carry either a 21-inch torpedo or a ton of bombs. A three-seater, it had a 225-mph top speed. Able to carry two torpedoes or two tons of bombs, the PBY-2, a patrol bomber, had a 4000-mile range and a crew of seven.

**A**S THE 30s MERGED into the 40s the war situation grew more serious. After the fall of France, in June 1939, Congress authorized the immediate purchase, first, of 4500, then 10,000, and finally 15,000



**SOME CHANGE**—LT Ellyson, Naval Aviator Number One, would be amazed at the complicated gear and the flying machines used by present day flyers.

naval aircraft during that year. Passage of the Lend-Lease Act in 1941 brought up the need for patrol aircraft to protect ships after they left East Coast ports. On 6 Aug 1941 Patrol Squadrons 73 and 74 started routine air patrols from Iceland.

Earlier in the year, non-aviation personnel began to notice a change in aircraft insignia. The red circle inside the circled star had been dropped while the circled star was appearing on both sides of the fuselage or hull. (Before long, horizontal white bars were to lead from each side of the star.) Colored tail markings were discontinued.

When the U.S. entered World War II, on 7 Dec 1941, it could muster eight aircraft carriers, 5233 aircraft, five patrol wings and a few advance bases. In personnel, the total Navy/Marine Corps count was 5900 pilots and 21,678 enlisted men. By the date of Japan's surrender (2 Sep 1945) naval air power consisted of 437,000 personnel (of whom 61,000 were pilots), 99 aircraft carriers and 41,000 planes.

Navy and Marine aircraft alone destroyed more than 15,000 enemy aircraft in the air and on the ground, 161 Japanese surface warships and 13 submarines, and 447

**A FIRST**—Navy plane catapults from deck of old *USS North Carolina* in 1915.





POWERFUL A3D Skywarrior attack plane comes home during air exercise.

Japanese merchant ships. In the Atlantic they destroyed 63 submarines.

Of a total of 110 carriers, 11 were lost. Six of these were unarmored escort carriers. The loss of our carrier aircraft in aerial combat stood at 451.

**N**AVAL AVIATION's combat role during the war included four important missions:

- During their air strikes, planes attached to fast carrier task forces made possible the most powerful demonstration of offensive sea-air power the world had ever known.
- As a part of the Navy's antisubmarine warfare, hunter-killer planes flew from small carriers to search out and destroy enemy submarines.
- Fast and escort carrier aircraft supported amphibious operations by providing close air support.
- Land and tender-based aircraft helped to locate and track enemy forces and observe their movements and attacked enemy shipping and shore installations.

Though naval aviation of World War II will always be best remembered for its fighting record, rapid progress was made along other lines:

- Ever-faster, more rugged, and higher-performance aircraft came off the production lines.
- Night fighters were developed. Radar equipped, they could be launched at night to intercept attacking airplanes, to act as night intruders over enemy positions, and even to bomb at night. They could also do these jobs by day, through a heavy cloud cover.

- JATO or jet assisted takeoff was introduced.

- Helicopters appeared on the scene.

The F4U *Corsairs* are a good example of aircraft of this period. Within the basic airplane there were many models, the F4U-4 being a fine specimen. This gull-winged, single-place fighter had a 41-foot wing span, a 1500-mile range, a 400-mph (plus) speed and a 2100-hp engine. Four 50-cal. wing-mounted machine guns were its main armament.

**P**ISTON-DRIVEN AIRCRAFT did a top-notch job during World War II, but as the war closed out, increased attention was given to the jet engine. The first mass operation of jets from a carrier took place in 1948. On 10 Mar, two FJ-1 *Furies* landed and took off from USS *Boxer* (CVA 21), off San Diego. Three months later a squadron of FH-1 *Phantoms* qualified for carrier operations on USS *Saipan* (CVA 48), off Quonset Point, R. I., to mark the operational debut of jet aircraft in the Fleet.

By this time Navy task forces, each built around one or two carriers, were supporting U.S. policy in the Mediterranean (Sixth Fleet) and the Western Pacific (Seventh Fleet). Thus, USS *Valley Forge* (CVS 45) was able to launch air strikes shortly after 25 Jun 1950, the date on which Red forces launched their attack against South Korea.

A slight idea of naval aviation's punch during the next three years is shown by these figures. Sorties—275,912; target runs—850,114; bomb-drop tonnage—176,929. At the end of the conflict there were 23,193 pilots, 5664 aviation ground officers

and 187,174 enlisted in naval air.

Helicopters truly came into their own during the Korean conflict, demonstrating their ability as the most versatile of all aircraft.

**T**HE END OF A WAR or major conflict offers a good reference point for a period of history. Therefore, the period from 1954 to the present may be considered as the most recent of several development periods of naval aviation.

Scientific and technical advances of this period have been proportionately greater than of any other. Aircraft speeds have leaped from subsonic to supersonic. Air-to-air missiles have, to a large degree, replaced guns. More and more aircraft have a nuclear-weapons capability; more and more ships are able to accommodate helicopters.

In size alone, aircraft carriers tell a story. At the beginning of the period, *Midway*-class carriers (51,000 tons, standard displacement) were the top. Now the big boys are those of the *Forrestal* class (60,000 tons); while the 75,700-ton, nuclear-powered USS *Enterprise*, CVA(N) 65, readies herself for her commissioning.

Advances in operational matters were reflected by a reorganization of carrier aviation in March 1948. It created uniform air groups and gave a given group a more permanent assignment to a given ship. The following month Task Group Alfa received its first operation order. An Atlantic Fleet outfit, TG Alfa had been formed to speed up the development of antisubmarine tactics.

Along the same lines, on 1 Apr 1959, Antisubmarine Carrier Groups 53 and 54 were commissioned at San Diego, bringing about a major change in antisub aviation.

The history of naval aviation is one that does not close out. Its past 50 years have seen it grow from nothing at all to a major component of the Navy, a key factor in the nation's defenses.

Many things go into the making of such a history—and in this brief rundown just a small number of the numerous highlights have been touched upon. Naval aviation itself has, fortunately, one of the best documented of all histories. Those who wish to learn more about it will find good books on the subject in their ship or station library.

—Wm. J. Miller, JOCM, USN.





**MAKING HISTORY**—For the first time a plane lands on and (right) takes off from deck of a Navy ship.

## First CarQuals in 1911

**D**URING 1961 the Navy will be celebrating the 50th anniversary of naval aviation and several dates will be specially noted. One of these, 18 January, marked perhaps the most significant event of all.

This was the landing on—and taking off from—the deck of the armored cruiser, *uss Pennsylvania*, by Eugene B. Ely, a civilian aviator, in his light, single-engine flying machine. Although 50 years have gone by since that day there is a man still connected with the Navy who can tell of the event from first-hand experience.

He is Chief Machinist's Mate (Aviation) Clayton W. Gillespie. The chief, although retired from active Navy service, and even retired as a Civil Service employee of the Navy, is still a member of Seabee Reserve Unit 8-13. He attends drill regularly at NAS Corpus Christi, Tex., and makes his active duty training tours.

As a seaman in *uss Pennsylvania*, he recalls that in preparation the ship went to Mare Island where a wooden deck was rigged above the main deck from stern to superstructure amidships.

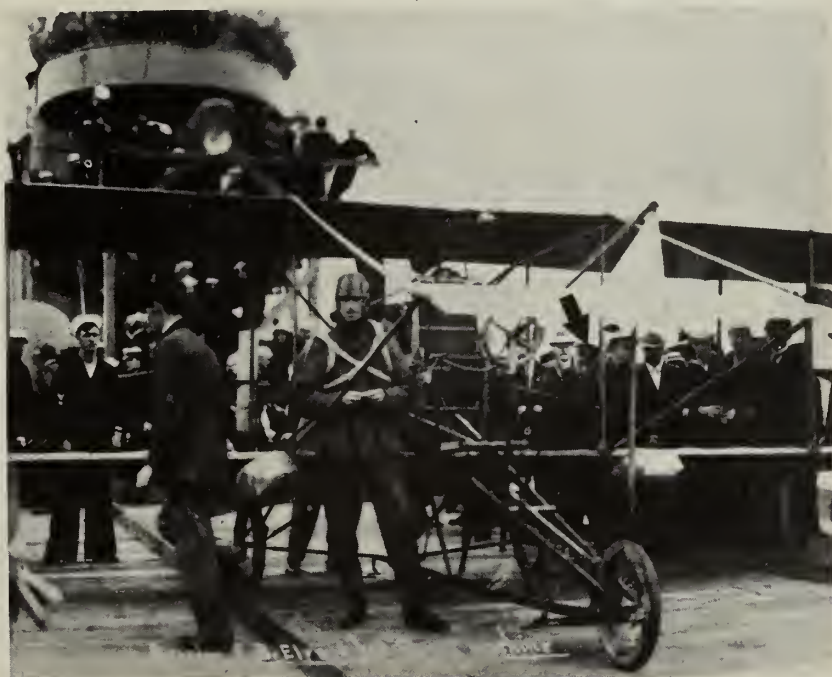
Gillespie says that rain fell early in the morning, and there was talk of postponing the trial. However, prior to noon the rain stopped and word was passed to the airfield where Ely was waiting. In a few minutes the aircraft appeared over San Francisco Bay. A short turn to the left pointed the plane up the ship's deck, and in a few seconds the wheels touched down. Murmurs of "He's not going to make it," were

heard on the deck. The specially installed hook caught several of the arresting lines and the plane slowed to a stop just 15 feet short of the stern superstructure.

Crewmen of *Pennsylvania*, including Seaman Gillespie, picked up the light plane by hand, turned it around and cleared the deck for takeoff. Fifty-seven minutes after landing the aviator was again airborne, having proved the possibility that aircraft could use a ship's deck for an airfield. Naval aviation was on its way.

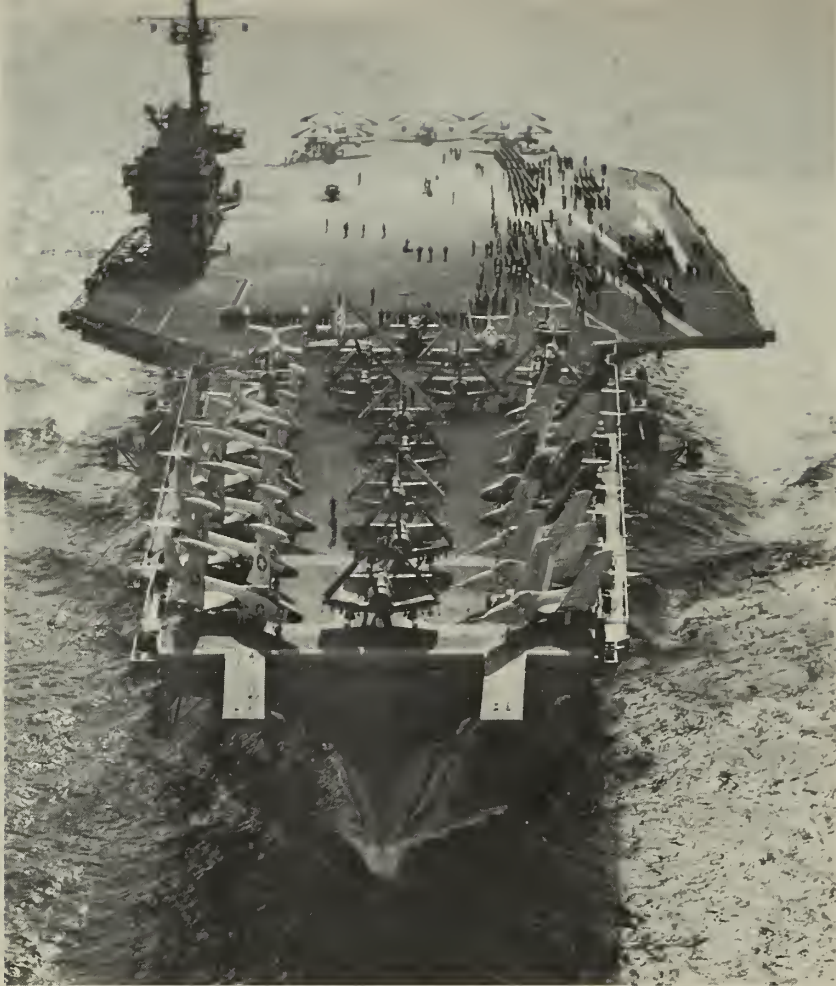


**THAT'S ME**—Chief Gillespie points to himself in historic photograph.



**FAMOUS PHOTO**—Ely and plane pose for picture. Arrow points to Gillespie. Ely landed on specially built deck of armored cruiser *uss Pennsylvania*.





MODERN CARRIERS form a hard-hitting and mobile striking arm of the Fleet.

**C**HRONICLERS of the rise and development of the U. S. aircraft carrier, and of the entirely new concepts of naval warfare which have evolved as a result, have several alternate choices from which to begin such a narrative.

For example:

✓ *George Washington Parke Custis*—A balloon boat of Civil War vintage. Only 122 feet long, its total cost was \$150.

✓ *uss Birmingham*—It was from a specially constructed 83-foot wooden platform on the bow of this cruiser that a civilian aviator named Eugene Ely, flying a Curtiss biplane, staged history's first takeoff of a plane from a ship. The date was 14 Nov 1910, and *Birmingham* was anchored at Hampton Roads, in Chesapeake Bay.

✓ *uss Pennsylvania*—If you prefer, there is another feat by the same Ely just a short time later (18 Jan 1911). The armored cruiser *Pennsylvania* was anchored in San Francisco Bay. Ely took off from shore, flew out to *Pennsylvania*, and landed on a 120-foot strip which had been

constructed on her deck. A short time later he took off and returned to shore, completing the first shore-to-ship-to-shore flight.

✓ *uss Langley*—The starting point preferred by most. *Langley* began her Navy life in 1913 as the collier *Jupiter*. She commenced conversion to carrier status in 1919, and in March 1922, fitted with a 534-foot by 64-foot flight deck, was commissioned *uss Langley* (CV 1).

**I**F YOU ACCEPT *Langley's* commissioning as the birthdate of the U. S. aircraft carrier, you realize with somewhat of a shock that it has taken only about 40 years to progress from her rude planking-over to the 75,000-ton nuclear-powered floating island of potential destruction which is scheduled to go on active duty in 1962 as *uss Enterprise*, CVA(N) 65. Contained in that relatively short span of years is the story of the development of both the aircraft carrier and of the fast carrier task force concept—a revolution in the art of sea warfare which made America, in World War II, the

world's leading naval power, and keeps it so today.

It's a story of a glorious past, a strong and ready present, and an as yet unlimited future. It would take several volumes to record properly the exploits of the 50-odd attack class and the upwards of 100 escort class carriers which have thus far served the U.S. Navy. We will attempt to hit the high spots.

With *Langley's* assignment to the Fleet in 1922, the balance of the '20s and '30s became a period of experimentation. In her first years, *Langley's* role was entirely experimental, as the Navy worked to develop better catapults for use on battleships and cruisers, to improve arresting gear, and to train its pilots in night flying, squadron tactics, etc. LT V. C. Griffin and LCDR G. deC. Chevalier made the first takeoff and landing, respectively, from and on *Langley's* flight deck in late October 1922.

On 18 Nov 1922 CDR Kenneth Whiting, piloting a PT seaplane, made the first catapult launching from *Langley*.

**I**N MID-FEBRUARY 1923, aircraft handling tests conducted aboard *Langley*, with Aeromarines operating in groups of three, showed that it required about two minutes to prepare the deck after each landing. In the best time for the day, three planes were landed in seven minutes.

In January 1925, VF 2, the first squadron trained to operate as a squadron from a carrier, began landing practice operations aboard *Langley* off San Diego.

This marked the end of *Langley's* employment as an experimental ship, and the beginning of her operations as a unit of the Battle Fleet. Other *Langley* landmarks—the catapulting of a landplane from her deck on 2 Apr 1925, and first night landings at sea on 8 Apr 1925.

In 1927, carriers No. Two and Three joined the Navy—*Lexington* (CV 2) and *Saratoga* (CV 3). They were built on battle cruiser hulls unfinished as a result of the Washington Disarmament Conference of 1922, and, at 33,000 tons, were by far our largest carriers until the advent of the *Midway* class CVBs (Air-



# AIRCRAFT CARRIER

craft Carriers, Large) in the mid-'40s.

By contrast, *Ranger* (CV 4), commissioned in 1934 and our first carrier built as a carrier from the keel up, weighed but 14,500 tons. Others which joined the Fleet prior to World War II were *Yorktown* (CV 5), *Enterprise* (CV, later CVS 6) and *Hornet* (CV 8), all at 20,000 tons, and *Wasp* (CV 7), a 14,700-tonner.

**W**HILE THERE WAS STEADY, if not always spectacular, progress made in the field of carrier-based aviation in the period between the two World Wars, and backers of the aircraft carrier continued to plug for its continued development, all was not peaches and cream, either. There were many in the Navy, for instance, who were so impressed with the capabilities of the flying boat that they urged that these be adopted as the major naval air arm. Many others continued to feel that aircraft should be catapulted from combatant ships (battleships, cruisers, etc.) at sea, rather than building ships designed exclusively for aircraft operations; that is, aircraft carriers. Still others remained almost exclusively enamored with the potentialities of LTA. There were many who envisioned the role of the airplane, including

carrier-based aircraft, in any future conflict as merely that of scout and spotter for the Battle Fleet.

Thus, when the Japanese attacked Pearl Harbor on 7 Dec 1941, the Navy had but seven aircraft carriers (*Langley* had been shifted to seaplane tender status), only three of them active in the Pacific. There had been a speed-up in shipbuilding since the outbreak of hostilities in Europe in 1939, and 11 carriers were building or on order, including many of the new *Essex* class 27,000-tonners. *Essex* (CV 9), namesake of that famed class, was commissioned on 31 Dec 1942.

The sneak Sunday morning attack, which for all practical purposes destroyed our Battle Fleet at Pearl Harbor, fortunately occurred when all three of our Pacific-based carriers were absent from the Islands. *Saratoga*, just out of overhaul, was moored at San Diego. *Lexington* was at sea southeast of Midway, toward which she was heading to deliver a Marine Scout Bombing Squadron. *Enterprise* was 200 miles west of Pearl Harbor, en route from Wake Island. Her Scouting Squadron 6, launched early in the morning and scheduled to land at Ewa airfield, arrived during the attack and engaged enemy aircraft, fighting courageously against overwhelming odds.

**T**HAT ATTACK accomplished several things, aside from the obvious fact that a majority of our attacking power was sunk or heavily damaged. It demonstrated, conclusively, that the airplane and the aircraft carrier had forever made obsolete the classic concept of naval warfare—that of large battle fleets steaming in formation against the enemy.

Too, it left us with no such battlefleet—in terms of striking power we had nothing left but the few carriers and cruisers. For defense, we had those, plus a handful of valiant submarines.

Forced to the defensive the greater part of the first two years of the war, we were still able to make some potent offensive thrusts through the ingenious use of carriers, operating singly or in pairs, accompanied by a thin shield of cruisers and destroyers (see p. 27).

Those small and patchwork task forces bore little resemblance to the mighty armadas the U. S. was able to muster up in 1944 and 1945. For example, when ADM W. F. Halsey raided Wake Island in February 1942, he had *Enterprise*, plus two cruisers and seven destroyers. By 1945, a typical fast carrier task force was made up of 12 to 15 carriers (CVs and CVLs), six to eight fast battleships, at least a dozen cruisers,

NAVY'S FIRST CARRIER — *USS Langley* (CV 1), converted from the collier *Jupiter*, joined the Fleet in March 1922.





TWO AND FOUR—USS *Lexington* (CV 2) cruises in 1938. Rt: USS *Ranger* (CV 4) was first built as CV from keel up.

and as many as 75 destroyers — a potent force.

We paid a price, of course, in those uphill first months of Pacific warfare, when our badly outnumbered forces were spread so thinly over thousands of square miles of ocean. A bitter price, indeed—*Lexington* in the Battle of the Coral Sea, May 1942 (when the enemy also lost a carrier); *Yorktown* at the Battle of Midway, June 1942 (where Japan lost four carriers); *Wasp* while escorting a troop convoy to Guadalcanal, September 1942; *Hornet* during the Battle of Santa Cruz, October 1942. Yet at every one of those junctures, planes from those and our other carriers more than held their own in this new and revolutionary form of warfare, in which fleets grappled to death—sometimes for days—without ever sighting each other except from the air. They stopped the enemy's advances toward Australia, Hawaii and the Aleutians, and by early 1943 had sent him onto the defensive — where he stayed.

**T**HE FAST CARRIER TASK FORCE WAS designed to meet a definite situation. For the first time the huge Pacific had become a major battleground. The U. S. Fleet faced the necessity of creating an area of immunity in which our amphibious forces could operate.

The general notion of the naval task force was an old and familiar one—a group of ships assembled to do a specific job, possessed of the fire power, speed and defensive characteristics essential for that job. The chief ingredients of the new type of task force the U. S. built for use against the Japanese in the Pacific were mobility and surprise—important ingredients when the enemy has you outgunned in heavy-gunned ships. The brilliant job turned in by our carrier task forces in World War II amply justified the faith of those far-sighted proponents of the carrier who had, way back in the '20s and '30s, envisioned the shape and scope a future war would encompass, and had planned accordingly.

Sixteen of the 24 *Essex* class (27,500-ton) CVs were completed in time to take part in World War II Pacific action, as were nine light carriers (CVLs) built on *Cleveland*-class cruiser hulls. Both of these classes could make in excess of 30 knots, thus the appellation fast carrier task force, to emphasize the speed of the force in contrast to the more numerous, but slower, escort carriers (CVEs.)

**T**HESE THREE TYPES of carrier—*Essex* class CVs, CVLs and CVEs, along with the unsinkable old *Enterprise* (CV 6) and, at times, *Saratoga* (CV 3), comprised U. S. carrier strength in the Pacific after 1942.

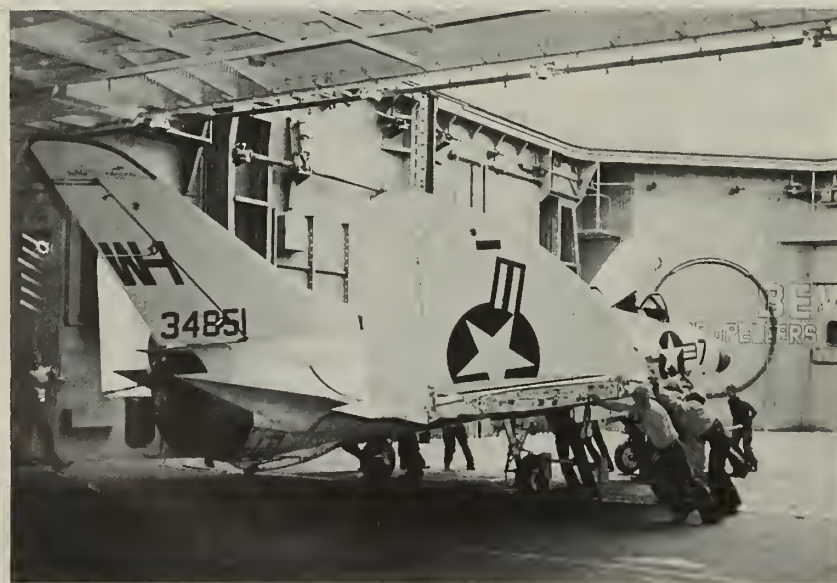
*Essex* class CVs were: CVs 9 through 21—*Essex*; *Yorktown*, *Intrepid* (later a CVA); *Hornet* (later CVS); *Franklin* (later AVT 8); *Ticonderoga* (later CVA); *Randolph* (later CVA); *Lexington* (later CVA); *Bunker Hill* (now AVT 9); *Wasp* (now CVS); *Hancock* (now CVA); *Bennington* (now CVA); *Boxer* (now an LPH)—and *Bon Homme Richard* (CV, now CVA 31); *Antietam* (CV, now CVS 36); and *Shangri La* (CV, now CVA 38.)

Light carriers were CVLs 22 through 30 — *Independence*; *Princeton*; *Belleau Woods*; *Cowpens* (now AVT 1); *Monterey* (now AVT 2); *Langley*; *Cabot* (now AVT 3); *Bataan*, and *San Jacinto* (now AVT 5).

More than 100 CVEs of several different sizes, weights and classes were constructed to fill a myriad of needs. Many of them were built on merchant-type hulls (such as the *Bogue* class); a few from tanker hulls (*Sangamon* class) and some were built as carriers from the keel up (*Casablanca* class).

While these small (7000 to 12,000 tons mostly) flattops couldn't compete with the CVs and CVLs in

HANDLERS move F4D-1 to hangar deck of USS *Bon Homme Richard* (CVA 31).







CVLs LIKE USS Cowpens (CVL 25) and CVEs like USS Sangamon (CVE 26) were small but played big role in WW II.

over-all effectiveness and capabilities, and weren't meant to, they racked up a superb record of accomplishment in all of the tasks they were called upon to perform, and exceeded the expectations of even their staunchest admirers.

**I**N THE BEGINNING, a majority of the work assigned CVEs involved convoy escort (ASW), aircraft ferrying, and training, both in the Atlantic and Pacific. In time, however, a good many of them were called upon to fulfill missions which had not been contemplated for them at the time of design. Necessity eventually dictated their use in combat operations, for instance, where they demonstrated an ever-increasing ability to provide support and air cover for amphibious landings.

In North Africa, the Aleutians, the Gilberts, Marshalls, Philippines, Iwo Jima and Okinawa, the little CVEs and the fighting crews which manned them refused to allow either the limitations imposed upon them by lack of size or improvised design, or the kamikaze and submarine attacks loosed upon them by the enemy, to deter them from doing a man-sized job.

By 1944 and after, as we've said, the stream of new construction pouring out of U. S. shipyards made the fast carrier task force a much larger and more potent aggregation than the impromptu forces available in the early years of the war.

The fast carrier task force of those later war years formed, in reality, a powerful surface fleet of its own, although it remained a task force within the Fleet as a whole. It was organized around and took its character from the carriers rather than the heavy gunned ships, which operated chiefly in support roles to the carriers. New battleships (the *South*

*Dakota* and later the *Iowa* classes), the new large cruisers of the *Alaska* class, and the new destroyers all possessed enough power to enable them to keep up with the CVs and CVLs, even at flank speed. With as many as 15 carriers in the task force, there were as many as 1000 operational aircraft available. Refueling and replenishing at sea, another U. S. innovation born of necessity and perfected under combat conditions, had reached such a stage of development that the task force could be maintained at sea almost indefinitely.

**T**HUS THE FAST CARRIER TASK FORCE formed what in reality was a gigantic air base afloat—able to fling concentrated power at enemy bases and land-based aircraft in the Solomons one week, the Marshalls the next.

Most of the 16 *Essex* class carriers which saw World War II service, plus the eight others of that class—*Leyte* (CV 32, now AVT 10); *Kear-*

*sarge* (CV, now CVA 33); *Oriskany* (CV, now CVA 34); *Princeton* (CV 37, now LPH 5); *Lake Champlain* (CV, now CVS 39); *Tarawa* (CV, now CVS 40); *Valley Forge* (CV, now CVS 45), and *Philippine Sea* (CV 47, now AVT 11) — commissioned in the last days of the war or in the immediate post-war period, are still in active service. In the interim, many of them were laid up in the Reserve Fleet for a spell. All of them have undergone extensive modernization and conversion, so that today their sizes, shapes, weights and capabilities bear little resemblance to the original. A lot of them saw extensive action during the Korean conflict—many of them coming out of mothballs to do it. Many of them have experienced three and four changes of designator.

*Princeton* (CV 37), for example, began as a CV, became an attack carrier (CVA), then an antisubmarine warfare support carrier (CVS) before assuming its present role as an amphibious assault ship (LPH).

**FIRST STEP**—Landing on USS *Pennsylvania* in 1911 opened way for carriers.





THEN AND NOW—Navy fighter of '32 heads for USS *Saratoga* (CV 3). Rt: Jet fighter circles in for carrier landing.

*Franklin*, *Bunker Hill*, *Leyte* and *Philippine Sea*, meanwhile, also did stints as CVAs and CVSSs, and are now designated auxiliary aircraft transports (AVTs).

Eleven of them—*Valley Forge* (Hull No. 45), *Tarawa* (No. 40), *Lake Champlain* (No. 39), *Antietam* (No. 36), *Kearsarge* (No. 33), *Bennington*, (No. 20), *Wasp* (No. 18), *Randolph* (No. 15), *Hornet* (No. 12), *Yorktown* (No. 10) and *Essex* (No. 9), after long service as CVs and CVAs, are now classified as CVSSs. And seven—*Shangri La* (CVA 38), *Oriskany* (CVA 34), *Bon Homme Richard* (CVA 31), *Hancock* (CVA 19), *Lexington* (CVA 16), *Ticonderoga* (CVA 14) and *Intrepid* (CVA 11), furnish exactly 50 per

cent of our present attack carrier (CVA) strength.

The other World War II carriers, excepting *Thetis Bay* (ex-CVE 90, now serving as LPH 6) and *Boxer*, (ex-CV 21, now LPH 4), are no longer active. Of the seven pre-World War II CVs, only three—*Saratoga*, *Ranger* and *Enterprise*—survived the war. *Sara* was later sunk in the Bikini atom bomb tests of 1946, while *Ranger* and “the big E” have since been sold for scrap.

As for the CVLs, *Princeton* (No. 23) was lost in action, and *Independence* (No. 22) was also sacrificed to the Bikini tests. Seven others are mothballed, now designated as AVTs.

The doughty CVEs, meanwhile,

have met a variety of fates. Many are in the Reserve Fleets, redesignated as aircraft ferries (AKVs). A number have been transferred to other countries, and some have been scrapped. A few have been shifted to MSTs, which operates them with civilian crews.

THE LESS-THAN-FIVE-YEAR PERIOD between V-J Day in August 1945 and the outbreak of fighting in Korea in June 1950 is chiefly notable for three items in the aircraft carrier field. First, of course, most of our carrier strength was shelved in mothballs as a result of stringent economy measures which imposed a great reduction in force on all the services. Even so, however, there were two major developments which greatly increased naval air potential. One was the advent of the *Midway* class CVBs—*Midway* (now CVA 41); *F. D. Roosevelt* (now CVA 42), and *Coral Sea* (now CVA 43). At 45,000 tons they rated as the largest and most powerful carriers ever built up to that time. Begun in late 1942 and early 1943, they were completed soon after war's end.

The year 1946 also witnessed the entrance of jet propulsion into carrier aviation. First jet feasibility trials were conducted aboard *FDR* in July of that year. Modernization of some of the *Essex* class carriers was begun to fit them to handle the new aircraft, including such items as the installation of newer, more powerful catapults and arresting gear; strengthening of the flight deck and clearing it of guns; increased elevator and fuel capacity, and the addition of special equipment such as blast deflectors and jet fuel mixers. *Oriskany* was the first to get this “Project 27A” treatment.

It was during this era, too, that

ON DECK—Cat officer signals pilot of A4D Skyhawk poised for launching.





initial experiments involving guided missiles and helicopters aboard carriers were undertaken.

**W**HILE THE KOREAN CONFLICT may not have covered as much territory as World War II, it kept U. S. Navy carrier pilots mighty busy. In it they collectively flew some 276,000 sorties of all types, or within about 7000 of the total flown in all theaters in the Second World War. This was despite the fact that at no time were more than four large carriers in action at once. In addition they were forced to adapt to combat requirements much different from those encountered in the island-hopping campaigns of WW II.

Aside from the amphibious landings at Inchon, which followed the old familiar pattern, carrier-based air operations were restricted to support of troops—not ships. Naval air flew deep support missions, attacked enemy supply lines, bombed bridges, interdicted highways and railroads, attacked refineries, railroad yards and hydroelectric plants, and escorted land-based bombers on special missions—mostly new experiences for men and machines trained to battle an enemy on and over the sea.

In Korea our carrier-based aircraft settled into month after month of monotonous routine involving sustained application of air power over large masses of terrain. It became a situation where stamina and persistence counted far more than glamor—and carrier-based squadrons reacted magnificently to carry out their assigned missions in overwhelmingly

successful fashion.

*Valley Forge* was the only U. S. carrier in the western Pacific when Korean fighting broke out, and was the first to go into action there. Her first aerial strikes provided combat baptism for the F9F *Panther* and the AD *Skyraider*, and also resulted in the initial (but far from the last) “kills” recorded by naval air during the conflict. In all, a total of 11 attack, one light and five escort carriers—many of them, as we’ve noted, reactivated from the Reserve Fleet rolls—logged, one, two or, in some cases, as many as three tours of duty in the combat zone.

**I**T SHOULD BE REMEMBERED, too, that while they were contributing the major portion of the air support furnished U. N. troops in Korea, naval—and carrier—aviation was simultaneously occupied on a variety of other fronts.

All during that period, for example, Med-based Sixth Fleet planes helped maintain the balance of power on the other side of the world. This period also saw the first conversion to the angled deck, the first installations of steam catapults, and the switch to the mirror landing system—three innovations which were to have a profound effect upon carrier operations and capabilities.

All three of these items have had thousands of words expended upon them over the years, and have become more or less old hat—it’s sufficient to note here that their advent prolonged the seagoing lives of the *Essex*-class carriers by many useful and productive years, and greatly



**DECKED OUT** with S2F Trackers and ASW copters, USS Bennington (CVS 20) now has mission to hunt subs.

facilitated safe and speedy plane handling aboard carriers.

Over a dozen of what used to be the *Essex* class and the three *Midway* class carriers have been fitted with the angled deck and steam catapults. They are also standard equipment, of course, on the 60,000-ton *Forrestal* class carriers which have joined the Navy at almost a one-a-year clip since 1955. *uss Forrestal* (CVA 59) was commissioned that October. Since then have come *Saratoga* (CVA 60), *Ranger* (CVA 61), *Independence* (CVA 62) and *Kitty Hawk* (CVA 63). *Constellation* (CVA 64) is slated for commissioning in late autumn. And next year, the 75,000-ton nuclear-powered *En-*

**HOT SPOT**—Flak forms protective covering over World War II carrier to ward off an air attack at Okinawa.





METERS are used to check destruct system during simulated countdown.

## Pt. Mugu Navyman Oversees Missile 'Destruct System'

One operation in the behind-the-scenes preparations which always precede a missile launching is the tedious, two-week task of checking out the system which destroys the missile should it veer off course during flight.

The destruct system eliminates the possibility of an erratic missile crashing to earth, always a danger to property and unwary people.

At the Pacific Missile Range's Point Arguello Naval Missile Facility, Fred Danico, AE3, sees to it that these destruct systems will work.

Two weeks before a launching, Danico thoroughly checks all the transmitters and receivers which make up the destruct package.



TEST equipment is connected to telemetry package in Thor booster.

Later, approximately five hours before blast-off, he removes the package from the missile and replaces it with a flash bulb or meter.

He then sends a radio signal to the make-believe demolition unit and determines if the receivers are getting enough voltage. When he's satisfied that an armed unit will work in flight, the destruct package is put back in the missile.

When the count-down nears "fire," Danico can be found behind one of six plotting boards in the flight safety center. Each board is equipped with a chart which reflects the nominal missile trajectory, and a family of destruct curves which are mathematically computed to reflect the area within the predetermined impact limit lines.

After lift-off, an electronic system tracks the missile and supplies data which is fed into a digital computer. Missile position information is then plotted on the charts.

If the trajectory plot parallels any of the destruct contours, the missile is considered to be capable of impacting outside of the designated area, and must be destroyed.

In such a case, the missile "violates safety criteria," as Danico puts it. A coded radio signal is sent to the unit, receivers pick up the signal and pass an electrical impulse to the destruct package.

The resulting blast reduces the missile to bits before it can meander into a danger zone.

terprise, CVA(N) 65, is scheduled to join the Fleet.

TODAY'S CARRIERS boast a lot of items which make them a far cry from the 40-years-ago model, too—or from the ten-years-ago vintage, for that matter. Among these would be the enclosed hurricane bow, three and four deck-edge elevators, acoustically-constructed islands, air-conditioned quarters, and aluminum-planking flight decks. They've got the latest and most powerful propulsion plants devised; the newest and most powerful electronic equipment; and can land and launch simultaneously any and all of the latest and "hottest" jets.

The first 40 years of the aircraft carrier—U. S. Navy style—have been years of spectacular progress and achievement. And what about the next forty years?

Well, by early 1963 the U. S. Navy's attack carrier ranks will contain the 10 most powerful surface ships in the world. Based on past performance, there's no reason to assume that even newer and better carriers won't be built as the years roll by. But is the manned aircraft, and therefore the aircraft carrier, doomed to near-future obsolescence and extinction? Not on your tintype, if you can believe the word of a man who should know what he's talking about—the boss, Chief of Naval Operations ADM Arleigh Burke.

In some recent, off-the-cuff remarks citing the aircraft carrier as the nearest thing to an all-time, all-purpose weapon ever devised, ADM Burke had this to say:

"In time of crisis, the aircraft carrier reinforces the spirit of our friends. For when they need the support of our strength, they know that an American carrier, and its planes, can go to their assistance, and be there on the spot ready to do whatever is required.

"Carrier aircraft can exercise control of the air where we need it, at sea or at an objective or at an objective area. They can provide close air support to our landing forces. They can deliver just the right amount of punch to halt an aggressor. And, should it ever become necessary, carrier aircraft can also deliver nuclear weapons as part of our retaliatory striking forces."

That sums up the role of the carrier—past, present and future.

—Jerry McConnell, JO1, USN.





INS AND OUTS of carrier operation are performed by VAP-62 pilots. Below: Flyers are briefed in ready room.

## CarQuals in Jets

CARRIER qualifications provide the opportunity for a Navy pilot to prove his capabilities as a naval aviator. This is particularly true of pilots of the larger jets, such as the 35-ton twin-jet A3D-2P *Skywarrior* flown by Heavy Photographic Squadron Sixty-Two.

The challenge of placing the tail hook of the aircraft within the 150-foot area of the arresting gear wires, and the exhilaration of accelerating from a standing start to 150 miles per hour on a catapult launch are unforgettable experiences.

This spring, a maintenance crew of 34 men from VAP-62 boarded the large carrier *uss Independence* (CVA 62) to make the necessary

preparations for their covey of A3D-2P jets. About ten days later the favorable results of the carrier quals were piped to all hands, and a deserved "well done" was aired as the versatile A3D-2Ps flew back to their home at NAS Jacksonville, Fla.

The operation involved some 60 squadron members from VAP's home port in Jacksonville, and was conducted aboard *uss Independence* in waters off the Virginia Capes. The squadron's flight crews were qualified in day and night catapult launchings and carrier landings even though some of the pilots had never before flown a jet aircraft aboard a carrier. Of course, not all the pilots were in this category. The CO, for



instance, has now landed an A3D on four different Forrestal-class carriers.

The carqual cruise on *Independence* brought the aircrews of VAP-62 to a polished state of readiness to meet the photographic needs of the Fleet.

OFF THE HOOK—Arresting gear is dropped ending quals. Rt: *USS Independence* (CVA 62) was the test 'station.'





RED RIPPERS now fly F8U Crusader jets, a far cry from the biplanes of 1927.



VF-11 PILOT takes to the air in F2H-4. Rippers began flying Banshees in 1950.



FAMED FLYERS—F6F Hellcats were mounts of WW II. Below: Ripper of 1928.



SQUADRON flew FF-1 about 1932.

# Hawks

The Red Ripper air fighter squadron of the first aircraft carrier era has sprouted new wings. The new Red Rippers fly for VF 11 aboard *uss Roosevelt* (CVA 42) in the Mediterranean.

Unlike their predecessors, who were organized as VF 5 and equipped with F6C-3 *Hawks* in 1927, today's Red Rippers burn up the skies in 1000-mph F8U *Crusader* jets.

The evolution of the earlier Red Ripper squadrons (1927 through 1959) and their successors closely parallels that of the aircraft carrier. To trace the growth of the two, we have to go back to the pre-1920s.

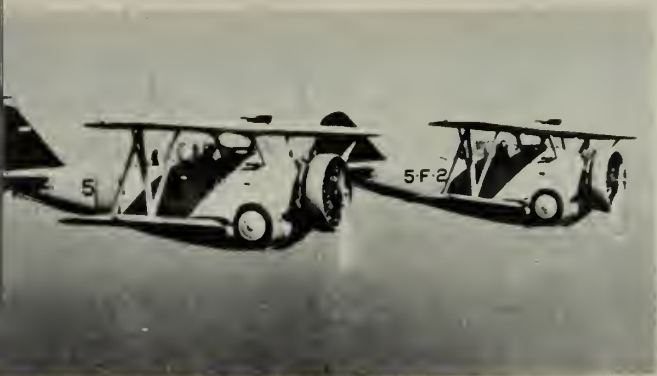
During WW I the Navy had concentrated on seaplanes and flying boats. After the war, however, opinion changed in favor of land type planes and a specially constructed aircraft carrier to handle them at sea.

As a result, the collier *uss Jupiter* was recommissioned as *uss Langley* (CV 1), and in 1922, aircraft take-offs and landings were made on her flight deck. The lessons learned aboard *Langley* were incorporated in *uss Lexington* (CV 2) and *Saratoga* (CV 3), which were converted from battle cruiser hulls to be commissioned as carriers in 1927.

In February 1927 Red Ripper squadron VF 5 was commissioned, and the following year went to sea aboard *Lexington* with San Diego as home base. One of the first acts of the young pilots was to give themselves the famous nickname that has stuck with them through the years.

During their first cruise the Rip-





PROPS AND JETS—Bi-wing FF-1's and F3D Skynights (rt.) were VF-11 planes.

# o Crusaders

pers formed a flight demonstration team and toured the country with exhibitions of skill and daring. In 1933 they traded their *Hawks* for FF1s, and in 1936 were transferred to the *Ranger* Air Group on the East Coast. (uss *Ranger* (CV 4) was the first aircraft carrier built as such from the keel up.)

During 1936 and 1937 the Rippers used F3Fs — the last biplane fighter. The squadron was redesignated VF 4 in July 1937, and three years later received the F4F *Wildcat*.

The Rippers continued to write pages in the annals of naval aviation during WW II. Redesignated VF 41, they deployed aboard *Ranger* in October 1942. The squadron accounted for 16 enemy aircraft during action in the North African Campaign, and in 1943, again redesignated as VF 4, conducted the first American naval air strikes against German forces.

Detached from *Ranger* in April 1944, the Rippers received new F6F *Hellcats* and were transferred to the Pacific Theater. For three weeks in November 1944, while operating from uss *Bunker Hill* (CV 17), VF 4 made strikes and sweeps on the Japanese-held Philippines.

Later that year the squadron boarded uss *Essex* (CV 9) as part of Task Force 58 in the Pacific, and was among the first fighters to strike Tokyo in February 1945.

For their WW II action, the Rippers received the Presidential Unit Citation.

During the next three years, designated as VF 1A, the Ripper squadron took part in numerous air

shows and flyovers, and made 13 cruises off both coasts. In August 1948 the squadron designation was changed to VF 11.

The Rippers received their first jet aircraft in May 1950, and won the AIRLANT E for jet squadrons in their first year of operations with the F2H-1 *Banshee*. In December 1950 the Rippers qualified aboard uss *Oriskany* (CVA 34) for that carrier's first jet aircraft operations.

In 1952, while aboard uss *Kearsarge* (CVA 33), the COMAIRLANT E was again captured by VF 11, its second successive award.

During the Korean conflict, the Rippers operated with Task Force 77 until early 1953, and were then transferred to NAS Jacksonville where most of the Korean veterans were relieved and the *Banshees* were replaced with F3D-2 *Skynights* for all-weather missions. After a short tour at Key West, the squadron moved to NAS Cecil Field and began flying the modified F2H-4 *Banshee*.

While on a Mediterranean deployment aboard uss *Coral Sea* (CVA 43) in July 1954, the Rippers claimed another first — that of being the first operational squadron to conduct air-to-air refueling operations from an AJ *Savage*.

In April 1955, five Rippers flew west, where they participated in Operation Teapot, one of a series of atomic explosions conducted in Nevada by the Atomic Energy Commission.

In the summer of 1956, the 14 VF 11 pilots participated in COMFAIRJAX's annual high angle loft (over the shoulder) bomber compe-



titive exercise. Each Ripper brought home an E. This marked another record for VF 11. It was the first time in Fleet history that 100 per cent of one squadron's pilots had won an E while competing in the same exercise.

The squadron was reunited with *Essex* for a week of carrier qualifications in November 1957. The following July, operating from *Essex*, the Rippers began round the clock missions in support of Marine landings at Lebanon.

In February 1959, after 32 years of continuous service, the Red Ripper squadron was finally decommissioned.

Today's Ripper squadron actually came into being in 1950 with the commissioning of VF 43. This squadron was redesignated VF11 after the original Rippers were decommissioned in 1959, and at that time officially adopted the squadron nickname.

Last November, the squadron ripped target banners to shreds while chalking up the best gunnery record ever accomplished with the *Crusader* jets. The squadron's CO had a 48.8 hit percentage. Four other Rippers also copped E awards while competing in the Atlantic gunnery exercise.

# Salute to the Flying

**A**BOUT 35 YEARS AGO CDR John Rodgers and a crew of four men made a journey by seaplane from California to Hawaii. The adventure took place in a metal-hulled aircraft, the PN-9—and together they reached their destination by means of flight and sail, by tow and by grit.

The flight started for the five men and their craft on 31 Aug 1925 when they left San Francisco for Hawaii. They had food and extra gasoline aboard and had also made arrangements for a ship en route to have extra gasoline aboard, just in case.

Somehow they missed the ship. When they ran out of fuel and landed in the open sea, they were still some 200 miles from Hawaii and unknown miles from the nearest ship. They were unable to use the radio, because, with no motor, there

was no power. The situation looked sticky, at the very least. But to make such an assumption would have been to underestimate the seaplane and the ingenuity of its crew.

To sail the rest of the way seemed to be the only answer. Material was taken from the underside of the wings to make sails. With this rig they sailed as much as 50 miles in one day. They were later towed by a submarine—and were finally taken ashore behind a row boat.

This trip didn't go quite according to plan, but it did set a new distance record for seaplanes, and it proved the ability of the PN-type planes to stand up under really difficult conditions.

Time and again both before and after this incident, seaplanes and their crews showed this kind of

strength and dedication. Seaplanes grew up with the twentieth century Navy, and have earned a special niche in aviation history for their special accomplishments.

**B**EFORE WE ATTEMPT to discuss seaplanes as they have developed over the years, however, we should make one thing clear. "Seaplanes" is a general term which will be used almost exclusively in this article to indicate aircraft that are used only on the water.

Technically there is a difference between seaplanes. A *flying boat*, for example, is almost a boat with wings. The hull sits in the water and is itself a float. A PBM *Marlin* or a PBY *Catalina* are examples.

A *float plane*, on the other hand, might be described as a land plane that has been equipped with floats rather than wheels. The *Kingfisher* (OS2U) of World War II is an example of this type of seaplane. It was used largely as a catapult plane aboard cruisers and battleships.

A third type of airplane that is neither an all-land nor an all-sea plane is the *amphibian*, which can be used on either.

The Navy's first airplane (the A-1) was an amphibian. It had a metal-tipped propeller, was designed to fly at 45 miles per hour, and could carry one passenger beside the pilot. The plane was ordered on 8 May 1911, which has since been adopted as the official birthday of naval aviation.

At that time, Eugene Ely had already proven the feasibility of using land-type planes aboard ship, but the seaplane was another logical path of development. It could go with the Fleet. Its possibilities were tremendous. Let's take a look at those first seaplanes.

**O**N 30 NOV 1912, the Navy's first flying boat was tested by LT T. G. Ellyson, the first naval aviator. While flying in a circle he climbed to 1575 feet in 14 minutes and 30 seconds. He attained a speed of 59.4 miles per hour.

This was encouraging, but it was evident that a great deal of work still needed to be done.

During the six years before our



SEEING SEAPLANES—P5M Marlin flying boat patrols coast. Below: Famed NC-4 flying boat pulls into Lisbon, Portugal, after first Atlantic crossing.





# Boats

entrance into World War I, work with naval aviation was primarily experimental. Those experiments included work with both seaplanes and catapults.

World War I stimulated the growth of aviation in the Navy. In April 1917 the Navy possessed 51 seaplanes and three land-type planes. By November 1918, however, the number had grown to 1965 seaplanes and 242 land planes.

During the war antisubmarine warfare was the primary consideration of naval aviation and the seaplane seemed to be the ideal ASW airplane for those times.

Seaplanes continued to grow both in importance and capabilities. In April 1919 LT H. B. Grow flew an F5L flying boat, powered by two 400-horsepower Liberty engines, 1250 nautical miles in 20 hours and 19 minutes.

**T**HE END PRODUCT of the World War I development of seaplanes was the NC-boats. They had a 126-foot wing span (which was more than most World War II bombers) and an over-all length of 68 feet. These planes were normally equipped with three Liberty engines, although an extra pusher-type engine was added to three of the NC boats before they attempted their history-making trans-Atlantic flight.

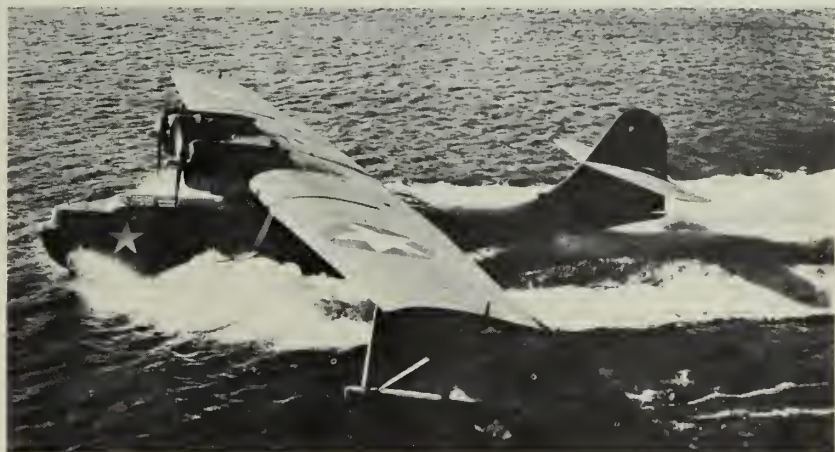
The three planes which started in that flight (the NC-1, NC-3 and NC-4) set out from NAS Rockaway Beach, N. Y., on 8 May 1919. First stop for the specially adapted planes was Trepassey, Newfoundland. They left there on 16 May and headed for the Azores.

The NC-4 made this leg of the trip without trouble, but both NC-1 and NC-3 were forced down en route. NC-1 finally sailed into the Azores, but was too heavily damaged to continue the trip. NC-3 capsized when a passing steamer attempted to take her in tow. (Ironically, NC-4 had been delayed at the start of the trans-Atlantic flight because of engine trouble, while the other planes had been all right.)

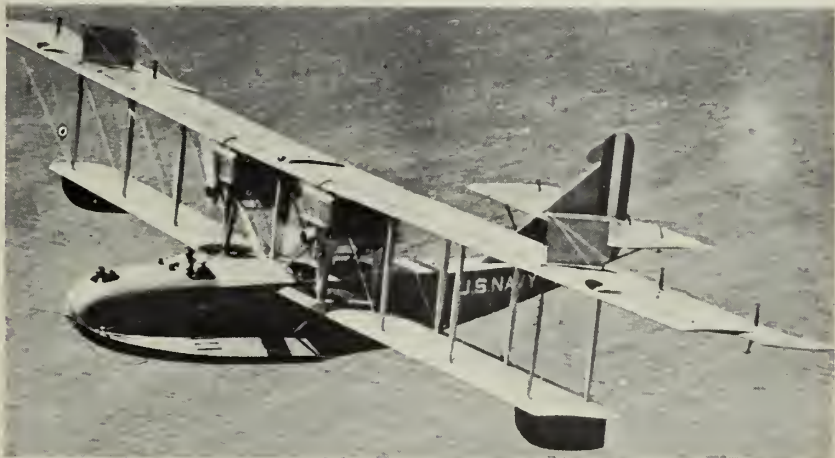
NC-4, after a short stay in the Azores, was off to Lisbon where it arrived on 27 May, completing the first flight across the Atlantic. From



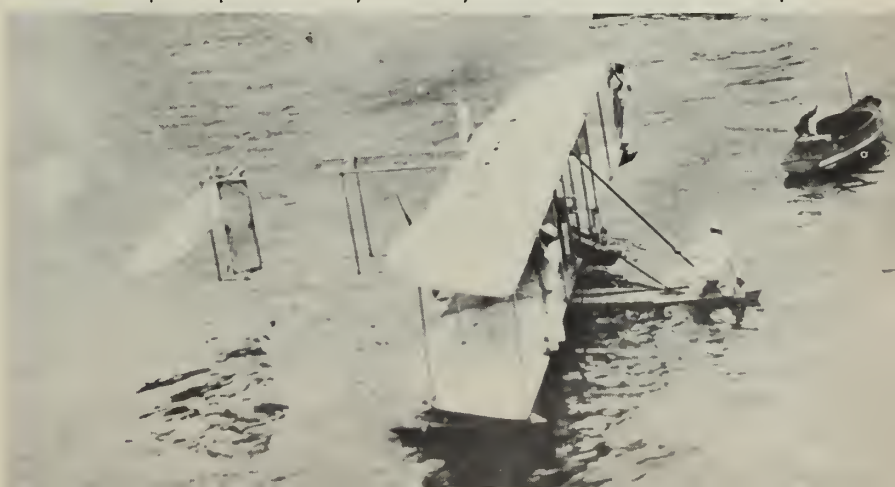
**TALL TAIL**—'T' tailed P5M Marlin antisubmarine seaplane taxis for takeoff.



**BATTLE VET**—Catalina patrol bomber heads for tender after run in Aleutians.



**OLD TIMERS**—Flying boat of WW I, H-16, proved effective against subs. Below: Third plane purchased by the Navy rests in harbor at Baltimore, Md.





COMING HOME — PBM Mariners return after escort duty in WW II. Rt: King-sized Mars is hauled out for check.

there she flew on to Plymouth, England, where, on 31 May, LCDR A. C. Read and his crew went ashore at the same spot from which the Pilgrims had left some 300 years before. This flight was a historic achievement in early aviation.

**A**LSO ABOUT THIS TIME the future of seaplanes was given a boost when a revolving catapult, activated either by compressed air or by a powder charge, was developed. This made possible the use of seaplanes aboard cruisers and battleships. (Seaplanes were put aboard these ships in the early 1920s and they continued to be used aboard ship

throughout World War II.)

In 1925 the PN-9 patrol plane was introduced. It had an aluminum-alloy hull and wing frames and a greatly improved power plant. This series was used as a basis for several other seaplanes to follow.

By 1930 seaplanes were flying long distances more consistently. In 1934, for example, six P2Y flying boats of Patrol Squadron 10F flew 2399 miles in 24 hours and 35 minutes to set a new record for straight-line flight for Class C seaplanes.

The initiation of the famed World War II *Catalina* seaplane came in 1933 when the Navy contracted for the P3Y, twin-engine patrol plane.

Some four years later the Navy saw a need for a seaplane with even higher speed, longer range and better armament. In 1937, it ordered the PBM, which was the prototype of the PBM *Mariner* series which was also used throughout World War II. Even though aircraft carriers with land-type planes were operational, seaplanes still had a job to do.

**W**HEN PRESIDENT ROOSEVELT declared a limited national emergency in September 1939, seaplanes were ready for action. *Catalina*-equipped Patrol Squadron 33 transferred from the Canal Zone to Guantanamo Bay, Cuba, for operations over the Caribbean, and VP-51, also equipped with *Catalinas*, transferred from Norfolk, Va., to San Juan, P.R., to patrol the southern approaches to the Caribbean through the Lesser Antilles.

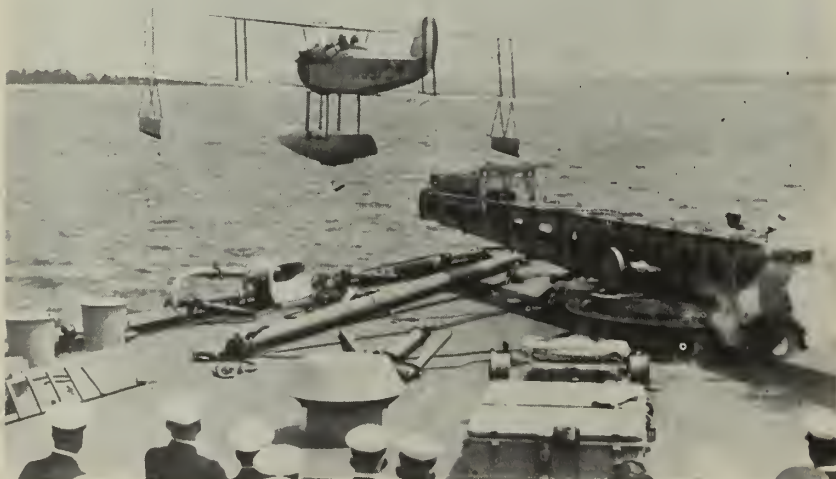
For the *Catalinas*, these were only the preliminaries. During the war years, in addition to the routine reconnaissance and antisubmarine patrols, PBYS were used for almost every conceivable role.

A few were painted with a special black paint and nicknamed the Black Cats. These slow, rather cumbersome planes bombed, strafed, patrolled, did photo reconnaissance and performed many at-sea rescues in the South Pacific. With their special paint, they were almost invisible at night.

Over Kiska, in the Aleutians, *Catalina* pilots forced their planes to dive at enemy shipping at the unheard-of speed (for PBYS) of 250 knots.

The PBM *Mariner*, which also

LAUNCH TIME — Revolving catapults made it possible for BBs and cruisers to use seaplanes. Here, *USS Maryland* (BB 46) launches float plane in 1922.





joined the Navy shortly before World War II, was another mainstay throughout the war. The *Mariner* served as an antisubmarine patrol, reconnaissance, search and rescue, and bomber plane. Over 1000 of these 28-ton flying boats were built.

**T**HE NAVY'S NEED for large seaplanes brought back, for the first time since the NC-4, a four-engined flying boat. This one was the PB2Y *Coronado*. It was a large, heavy seaplane, and about 150 were purchased.

In 1943 the huge *Mars* flying boats were delivered to the Navy for operational use. They operated until 1956. During that time the four-engined planes carried some 200,000 passengers and more than 20,000 tons of cargo. While supplying the Pacific Fleet, they traveled a distance equivalent to 23 round trips to the moon. Only five of these huge *Mars* flying boats were purchased.

These planes were later replaced by the R3Y *Tradewind*, the Navy's first turbo-prop seaplane.

The P6M *Seamaster* would have outclassed these seaplanes. It was in the 600-mph range. However, it was dropped to make room in the Navy budget for other urgent programs.

For some decades it was natural in the Navy to think of seaplanes first when a job called for patrol or fast overwater cargo. But in 1944 the Navy signed a contract to buy the P2V *Neptune* series of land-based patrol aircraft. For years seaplanes and land-based planes have been doing the job together.

The current seaplane situation is this. There are no seaplanes on order by the Navy (the last one, a P5M-2, was delivered to the Navy in December 1960), but there is still interest, both in the Navy and among civilian aircraft companies.

A Bureau of Weapons official indicated that a request to build a new seaplane will probably be placed in the 1963 budget. Already several aircraft companies have expressed an interest in building seaplanes.

But even if no more seaplanes are built, the present P5Ms, which now make up eight squadrons, will be flying for another seven years or more. And during that period, no one really knows what may happen.

In the meantime, we can only salute the seaplanes of the past and present for their accomplishments and service over the years. They were the Navy's first-born.

—Erwin A. Sharp, JOC, USN.



NAVY JETS fly over administration building at NAS, Corpus Christi, Texas.

## Corpus Christi Celebration

Twenty-one years ago, seagulls were wheeling and screaming over the smattering of fishing shacks and tourist cabins scattered among the sand dunes of Flour Bluff, a few miles from Corpus Christi, Texas.

Corpus Christi itself was a quiet, small seaport. On 13 Jun 1940, however, a few strokes of Franklin D. Roosevelt's pen brought about a radical change in Corpus Christi and Flour Bluff.

President Roosevelt had signed an appropriations bill providing funds for the construction there of a Naval Air Station.

Two weeks later dozers, giant shovels and other heavy equipment moved in to reduce the buildings and the terrain of Flour Bluff to a vast, level, open space upon which hangars, barracks, flying fields and offices began to rise.

On 12 Mar 1941, the Corpus Christi station was commissioned and the Navy's University of the Air was in business.

Eight days after commissioning, and while construction was still in progress, the first group of cadets arrived. Ground school classes began on 7 April and the first training flight was made on 5 May 1941. The class graduated seven and a half months after starting its training.

That set the pace for a schedule that called for the graduation of 300 cadets a month, and which had

increased to 1200 graduations a month when World War II began. By the time the war was over, more than 35,000 men had received their wings of gold at NAS Corpus Christi.

When old planes were retired from the Fleet, the station at Corpus Christi incorporated newer aircraft. Jet training began at the command in mid-1949, when the first TO-1 *Shooting Star* reached the station.

In January 1949, the Navy's crack flight demonstration team, the Blue Angels, moved into jets and shifted their home base from Pensacola, Fla., to Corpus Christi. The organization remained there, with an interruption for the Korean conflict, until it returned to Pensacola in 1955.

Corpus Christi and the Naval Air Station celebrated the station's 20th anniversary in a three-day celebration during which an open house was held on the anniversary date and a special commemorative program was held along the sea wall.

The Blue Angels returned to Corpus Christi to assist in the celebration of the station's anniversary with a breathtaking air show.

Since the station was commissioned 20 years ago, it has carried out its mission in training aviators for the Fleet without interruption. Very few of the more than 70,000 Naval Aviators can say they have not at one time or another been there.



SEE CIC—Students at Naval CIC School, NAS Glynco, Ga., watch their radarscopes during intercept practice.

# Air Control School

**S**EVENTY MILES OUT over the Atlantic, a swept-wing *Fury* prowls the night sky. Its pilot responds to commands which crackle forth from a large brick building situated far away among the low-lying pines and palmettos on the south Georgia coast.

What's going on at these two widely separated points? It's a ground-controlled intercept con-

ducted by a Navy school. Training the surface members of the air defense team who work alongside Navy and Marine fighter pilots is the job of the Air Control Department of the Naval CIC School at NAS Glynco, Ga., in the land of the "Golden Isles" and the fabled "Marshes of Glynn."

Many hours of classroom study, lots of homework, and long, gruel-

ing sessions at the radarscope are required before a man acquires the skill, knowledge and coordination required to become part of that team.

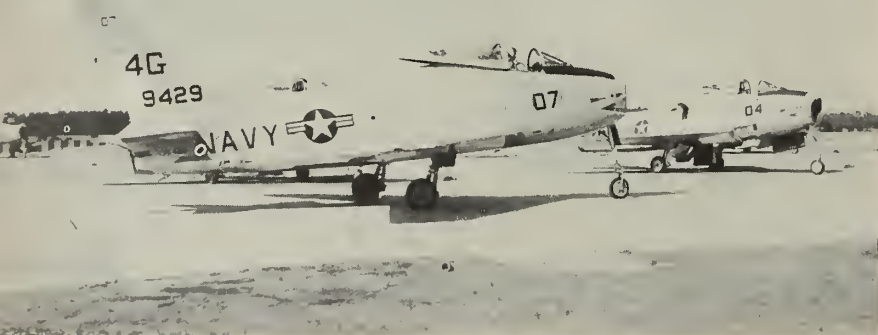
What is meant by "intercept"? It means spotting an enemy aircraft or missile and stopping it before it can reach its target.

The Air Control School trains officers and enlisted men from Navy and Marine Corps units stationed around the world. These trainees spend seven weeks in intensive study, learning the theory and the practical application of day, night and all-weather intercept procedures. Upon graduation, the new air controller returns to his parent unit, with a firm foundation in the theory and practice of the surface radar control of aircraft.

The Air Control School is primarily aimed at giving the trainee a broad basic background in the art of anti-air warfare. To accomplish this mission, the trainee is scheduled for as much scope work as possible while at the school.

The air control trainee's biggest

GUIDED TOUR—FJ-4s are directed by students from takeoff to touchdown.







**PLANE TO SEA**—Under the watchful eye of instructor CIC, students vector planes out to sea for intercept with missiles.

job is to master the LCI (Lead Collision Intercept) and the LVI (Low Visibility Intercept).

- The LCI may be described as a collision course type of intercept where the fighter plane is vectored to a close-in, right-angle firing position against the enemy. This attack is primarily used by the F4D carrying *Mighty Mouse* type rockets.

- The LVI is a stern attack used primarily with *Sidewinder*-equipped aircraft. These two types of intercept require hairline control and make other types of attack, such as the head-on, relatively easy by comparison.

During the first few periods of scope work, the new student learns the fundamentals of air control, using synthetic presentations of aircraft on his scope called "bugs," which are generated by a "bug bank." When the student passes his "ready for actual" progress check, he at last gets his long-awaited chance to control actual aircraft. While an instructor watches intently, the student starts learning to apply the lessons he has painstakingly learned during the synthetic phase of his training.

The trainee soon realizes that the nice, clear synthetic presentation sometimes differs quite drastically from the actual radar picture.

For example, weather has many adverse effects on radar operations. Blips fade and reappear, and move erratically, as aircraft grapple with the raging wind streams common at high altitudes. Moving across the radar screen are strange targets whose presence must be relayed to the speeding CAP (Combat Air Patrol) to avoid any chance of a hazardous situation developing.

While the trainee's eyes are getting slightly glazed from this new

(to him) radar picture, his ears are being bombarded by the equally weird sounds of UHF radio communications. All this makes the first day of "actuals" a memorable experience, and fortunately, not indicative of the average trainee's future experience with this funny-looking television set.

The CIC School operations department schedules two mass day-launches of FJ-4 *Furies*, plus one night launch per working day for the training of air controllers. The students take positive control of their assigned aircraft as soon as it is airborne and maintain this control throughout the flight. The aircraft is vectored to the offshore operating area to perform intercepts against other jet aircraft and then brought back to NAS Glynco for a VFR landing, or turned over to GCA dur-

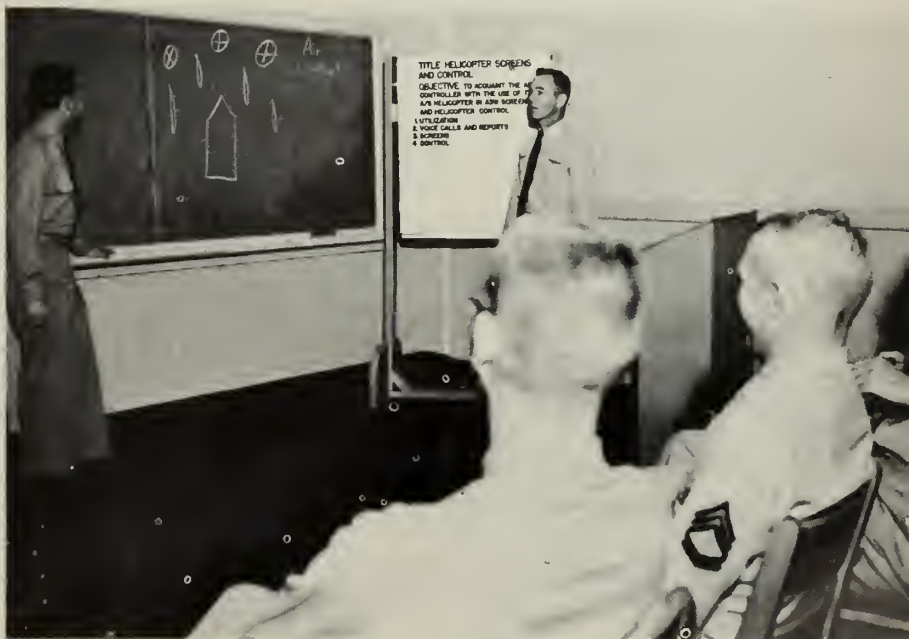
ing instrument recoverings by the trainee under the watchful eye of an instructor.

To insure the safety of planes and pilots, an instructor is assigned to each trainee, and never leaves his side during flight operations. Observing this whole operation is a senior air controller called "The Star," whose guiding hand makes the whole show run smoothly.

Finally, after weeks of intensive practice, the students master what was once an impossible jumble of bogey headings, cursor angles, radio procedures, scope manipulations, etc., etc.

It suddenly starts to be the most familiar operation in the whole world. Now the stuttering student has become the calm, cool controller, ready to play for high stakes in the deadly game of air warfare.

**ASW WORD**—Students receive blackboard session on control of copters.





SUNDAY PUNCH — Advanced Terrier missiles will take place of AA-guns.

**K**ITTY HAWK, N. C. — *The Wright brothers flew a heavier-than-air machine for the astounding distance of 120 feet today.*

When this announcement was flashed to the world in 1903 hardly anyone took notice of it. But the idea the brothers Wright put into flight

over the sand dunes of Kitty Hawk is responsible for the Navy's latest aircraft carrier — *uss Kitty Hawk* (CVA 63).

*Kitty Hawk*, the carrier, is like a detachable piece of the United States on which a large airbase is built. She is fast—modern lightweight turbines

and reduction gears can move her swiftly to any of the trouble spots of the world in a minimum of time to send out a striking force capable of dealing practically any kind of blow to any kind of enemy any place in the world. Her strikes can come from an unknown point in the vastness of the sea, and when her planes return to her, she can lose herself in the ocean's emptiness.

This movable airbase is big — the largest ship afloat. If she were stood on end beside the Empire State Building—quite a job in itself—she would reach to the 80th story. From keel to peak, she stands as high as a 25-story building.

She weighs 80,000 tons fully loaded and, if anyone felt inclined to do so, he could set both the *ss America* and *United States* side-

# Meet

by-side on her flight deck.

She has just about everything a city has by way of commercial, municipal and recreational facilities.

To mention a few, there are air-conditioning plants (the ship is partially air-conditioned). There are shops—one for the butcher, one for the baker (none for the candlestick maker), a coppersmith, an electrical shop and a blacksmith (not for horses).

Her municipal plants include waterworks (for distilling water), electrical generating plant, weather bureau and, of course, a post office.

LONG VIEW—If turned on end the 1047 feet of Navy's new carrier would reach 80th floor of Empire State Bldg.





There are also ice cream bars, soda fountains, volleyball courts, TV lounges and (of all things) four ladies' powder rooms.

**L**IKE USS *Saratoga* (CVA-60), *Ranger* (CVA-61) and *Independence* (CVA-62), she boasts turbines and reduction gears that are the lightest ever constructed in weight per horsepower, for ships in this power range. *Kitty Hawk* has 280,000 horsepower.

*Forrestal* class carriers, including *Kitty Hawk*, use steam at the highest pressure and temperature conditions of any class of combatant vessels in the U.S. Navy to date.

By using new alloys, however, the weight and size of their engines have been made less than that of any World War II aircraft carrier. This makes it possible for *Kitty Hawk* to



# Navy's Missile Carrier

carry more fuel for herself and her planes.

*Kitty Hawk* has four deck-edge elevators, each of which is large enough to hold 2000 men or two-thirds of the ship's entire crew.

If all four elevators worked at top speed, they could deliver four 40-ton bombers every minute from the hangar deck to the flight deck 36 feet above. Fast jet fighters also ride these elevators to the flight deck.

The cooling system aboard *Kitty Hawk* takes care of the space temperature, water cooling and refrigeration.

The air conditioning system automatically adjusts itself to take care of any amount of heat or humidity in which the ship finds itself.

The water chilling plants were all factory-assembled with all electric power and control wiring installed on a common steel base, which saved considerable money when it came time for Uncle to pick up the tab for their cost.

For drinking water, the refrigeration system cools 14,400 gallons per day from a temperature of around 100 down to 60 degrees.

**T**HE COOKS aboard *Kitty Hawk* will have plenty of food to defrost—another homelike touch. There are 18,665 cubic feet of storage spaces which are cooled to zero degrees for frozen meat and vegetable storage. About 6300 cubic feet are cooled to between 33 and 50 degrees, which fresh fruits and vegetables will share with photographic film and other supplies. There are an additional 12,370 cubic feet of space which can

**IN COMMISSION** — Huge hangar deck was packed for commissioning. *Rt.* Colors go up on USS *Kitty Hawk*. Above: *Crusaders* will be among her planes.





**KITTY HAWK** will carry powerful A3D Skywarrior bombers. Right: Nose-on view shows expanse of carrier's deck.

be used for either frozen or fresh food storage.

There are 1000 telephones aboard—each on a two-party line. There won't be any tie-up on the party line, however, in case the captain or exec wants to make a call. There is an executive right-of-way feature which will immediately cut high-priority

calls in on any existing conversation.

Telephones will either be bolted to desk tops, standard wall type or a new splash-proof type for weather decks. All the phones will be equipped with an intensity-adjustable dial-lighting device so calls can be dialed when the ship is darkened.

Each telephone also has a special

locking device which will prevent the handset from getting off the hook when the ship is rolling or subjected to the shock or motion of combat. There is also a high fidelity feature which will make conversation intelligible in heavy noise areas.

**W**HEN THE SHIP is in port, a shore station may be reached from any of the shipboard telephones by means of a cordless manual switchboard equipped with eight shore-line trunks attended by an operator. While at sea, the telephone system is completely automatic.

USS *Kitty Hawk* has the distinction of being the first modern aircraft carrier not to be equipped with deck anti-aircraft guns. Instead, the big new flattop carries advanced *Terrier*, surface-to-air, guided missiles to protect her from enemy air attack.

The *Terriers* are about 15 feet long and 13 inches in diameter. Once launched, the missiles are as tenacious as their namesakes. The *Terrier* weapons system detects and evaluates its target, selects the weapon, loads the launcher and fires in a matter of seconds. Several guidance radars make it possible for the ship to engage several airborne attackers simultaneously.

*Kitty Hawk's* skipper thinks ships without guns are O.K. from a fighting standpoint, but decided *Kitty Hawk* couldn't fire salutes with missiles. He had two weapons brought aboard for ceremonial purposes.

## Kitty Hawk No. 1 Was Aircraft Transport

The first *Kitty Hawk* was a 14,000-ton 478-foot transport and aircraft ferry. She was built in 1932 as a commercial vessel and was acquired by the Navy in June 1941. She was converted to become the Navy's first aircraft transport ship (APV-1), a classification changed in late 1943 to cargo ship and aircraft ferry (AKV-1).

Following commissioning, she proceeded to the West Coast. *Kitty Hawk's* first naval assignment of World War II was a round trip from San Francisco to Pearl Harbor.

Assigned to the Pacific Service Force in April 1942, she transported men and supplies to the battle areas of the Pacific. One of her earliest jobs was to transport the Third Marine Defense Battalion and its equipment to Midway shortly before the big battle there.

After many trips, she returned to the United States in September for a month's overhaul.

She was kept busy for the next year ferrying badly needed planes, other logistic cargos, and aircraft squadron personnel.

In April 1944, *Kitty Hawk* was berthed at the Oakland Naval Supply Depot where she was given a cargo that differed greatly from her usual assignments. One hundred and twenty landing vehicle tanks were loaded, destined for the Pacific.

During the crossing to Pearl Harbor, high winds and heavy seas were encountered, causing her deck cargo to shift and crushing two men. These were *Kitty Hawk's* only casualties during the entire war.

Assigned to Commander, Carrier Transport Squadron, she continued her operations until the war ended.

Returning to the United States, *Kitty Hawk's* naval career came to an end on 26 Jan 1946. She was decommissioned and returned to her former owners.



# THE FIRST CARRIER BATTLE



*The war was going badly. The full scope of the disaster at Pearl Harbor was not known by most. However, enough was known to give every American a sinking feeling in the pit of his stomach. Bataan had fallen to the Japanese and there was no sign on the horizon that the parade of humiliating defeats would come to a halt in the near future.*

*By spring of 1942, the Japanese Empire had extended itself to the Dutch East Indies, the Philippines, Burma and Malaya. This vast territory had cost Japan only a few thousand casualties. No naval vessels larger than a destroyer had been lost.*

*This was the situation that was soon to lead up to the Battle of the Coral Sea. How that battle turned out was going to be very important to both sides. Playing a significant role—for both sides—was the aircraft carrier.*

*The following account is based on several sources, particularly the following two books which give the full and exciting report of the Battle of the Coral Sea, the events leading up to it, and the events that followed. They are "The United States and World Sea Power," edited by CDR E. B. Potter, USNR, and the "History of United States Naval Operations in World War II," Vol. IV, by RADM Samuel Eliot Morison, USNR.*

**T**HE JAPANESE HIGH COMMAND was reappraising its capabilities. It concluded that it had vastly underestimated its capacity for expansion, and urged three steps.

First, to take Port Moresby in southeastern New Guinea and Tulagi in the Solomons. They considered these steps necessary to secure the Empire in the south-east and furnish a springboard for further advances.

Second, Midway and the Aleutians should be occupied to extend Japan's defenses in the central and northern Pacific and to force engagement with the United States Fleet.

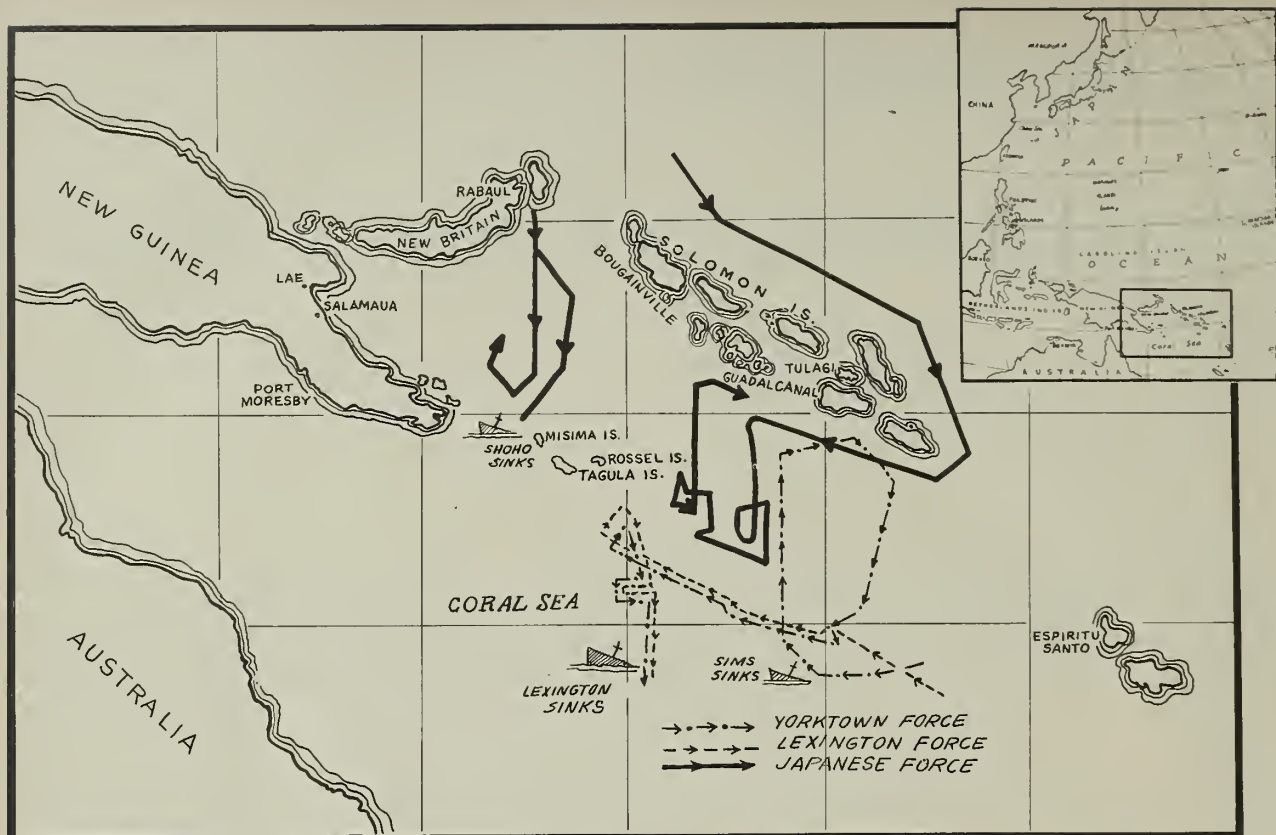
Third, Japan should conquer New Caledonia, Fiji and Samoa, thereby cutting Australia off from the United States. Australian cities would be within range of Japanese bombers and Australia itself vulnerable to conquest.

Doolittle's raid on Tokyo had alerted Japanese leaders to their lack of defense to the east. Midway and the western Aleutians would go a long way in filling this gap.

Japanese planners began to adopt measures which had proved fatal to many conquerors in the past—of biting off huge chunks of empire and swallowing them whole. Empire has to be digested. Japan did not stop to consolidate her gains.

The first step toward the Coral Sea had been taken. A chain of events was set in motion which was to set the Battle of the Coral Sea apart from all previous battles of naval history—a battle in which airplanes were to be the weapons and none of the ships involved would encounter a surface enemy.

**T**HE STAGE WAS SET. It is at this point that the Fates dropped a stitch in the Japanese Empire's thread of destiny. The Japanese had no reason to believe that their plan would fail and involve them in ultimate disaster, but there was one unknown factor on which they had not reckoned. *The Americans knew of the plan.* The Japanese code had been cracked shortly after Pearl Harbor and rather detailed information of the plan was available to American intelligence.



**BATTLE CHART** shows the action of American and Japanese forces during the Battle of Coral Sea in May of 1942.

Japanese landing forces were to take Port Moresby and Tulagi. A support force was to give direct support to the landings at both Port Moresby and Tulagi.

The 12,000-ton carrier *Shoho* with four heavy cruisers and a destroyer were to support the landings at Tulagi and also cover the Port Moresby force through the Jomard Passage.

In addition, *Shokaku* and her sister ship *Zuikaku*, with a screen of heavy cruisers and destroyers, were to sail from Truk in the Carolines to engage any United States forces which might try to interfere with the operations.

Six submarines were to patrol the Coral Sea, and

**ON THE ALERT**—Antiaircraft gun crews on Navy ships were busy in early WW II battles of planes against ships.



land-based aircraft were on hand in a scouting and support role.

Prior knowledge of the attack gave the allied forces a tremendous advantage. Getting sufficient force concentrated at the proper place proved to be difficult.

Two carrier task forces were available, RADM Frank Jack Fletcher's *uss Yorktown* (CV 5) force and RADM Aubrey W. Fitch's *uss Lexington* (CV 2). RADM J. G. Grace of the Royal Navy brought the cruisers *HMAS Australia* and *Hobart* from Australia. Nothing else was immediately available.

**F**ORTUNATELY, the Japanese suffered some of the same disadvantages. The raids on Ceylon and Tokyo had dissipated the Japanese forces so that only two fleet carriers were available to Admiral Inouye. The admiral was satisfied, however. They appeared to be sufficient to cope with any force the Americans might have. He did not know that *Lexington* had been sent south to join *Yorktown* in the Coral Sea.

After a strike at Tulagi, *Yorktown* joined the *Lexington* group and the two forces steamed southeast. The *Yorktown* group refueled and turned northwest in order to close on Port Moresby.

Reports had been received from General MacArthur and Admiral Nimitz that concentrations of Japanese ships in the Rabaul-New Guinea area indicated the Japanese were ready to make their move.

The Japanese forces intended to catch the United States carriers in a pincer movement. If their strategy had succeeded, it would have caught the Americans by surprise and resulted in a decisive Japanese victory. The Japanese were coming close to Admiral Fletcher's



force which was moving slowly because of refueling operations.

Again we find another of Fate's dropped stitches which altered the course of empire. Fletcher's morning search was made before the Japanese came into range and nothing resulted from the afternoon search because of bad weather.

Apparently Admiral Takagi relied entirely on information from land-based planes. A Japanese flying boat from Rabaul had spotted the American forces before noon and had reported his find. For some reason, Admiral Takagi did not receive the message and the Battle of the Coral Sea did not take place on the sixth of May, a fact the Japanese later had reason to regret.

**T**HE MORNING OF MAY SEVENTH found the American task force cruising on a northwesterly course south of the Louisiades which form an extension of the New Guinea tail.

Admiral Fletcher launched the morning search. Then, the cruisers *uss Chicago* (CA 29) *Australia* and *Hobart* under the command of Admiral Crace were detached and proceeded toward the Jomard Passage along with three destroyers. If Admiral Fletcher's force should be too heavily damaged or engaged to interfere itself, Admiral Crace's force might be able to stop the Japanese invasion fleet.

The Japanese carriers lay under a bank of heavy clouds to the northeast — precisely where the American planes could not search because of bad weather. Scouts later reported sighting two carriers and four heavy cruisers in a position not far north of Misima Island.

Admiral Fletcher immediately launched 93 planes from *Yorktown*. When the scouts returned, the uncomfortable discovery was made that, because of a coding error, *Yorktown's* 93 planes were on their way to attack two cruisers and two destroyers.

*Yorktown* was placed in a dangerous position. With the greatest part of her offensive power gone, she was peculiarly vulnerable to attack. The Japanese were

almost certainly nearby, and probably were aware of the carrier's exact position.

Admiral Fletcher decided to let the attack go on rather than break radio silence in the hope that more profitable targets would present themselves. They did. A carrier and many other ships lay about 35 miles southeast of the point to which *Yorktown's* planes had been sent. Only a slight alteration in course was necessary to hit the new target.

**T**HE PLANES FROM *Lexington* sighted the Japanese carrier *Shoho* at about 1100 and began the first attack ever made by American pilots on an enemy carrier. Earlier, *Shoho* had been ordered by Admiral Inouye to launch an attack. For some unknown reason, *Shoho* failed to launch her attack until shortly before the American striking force reached her. She was unable to continue launching.

At the time the attack began, *Shoho* had only three fighters in the air and a few more on the deck. A near miss blasted five of these overboard, but three of the remaining planes were launched. By this time, the rest of *Lexington's* planes had arrived and *Shoho* was forced to take evasive action. Soon she was listing and burning badly. By the time *Yorktown's* torpedo planes arrived, they could make their runs undetected under cover of *Shoho's* own smoke.

By Japanese count, *Shoho* took 13 bombs and seven torpedoes. This was too much for her and she sank three minutes after the last torpedo found its mark.

For the Japanese, *Shoho's* failure to launch an attack before she was struck was only one of a series of incredible errors.

Admiral Inouye, who was directing Japanese operations from Rabaul, received correct reports on Admiral Fletcher's carrier force sighted about 140 miles southeast of Deboyne Island.

Japanese intelligence also reported another sighting 45 miles to the west of the first. What the Japanese pilots had seen was the cruiser force of Admiral Crace.

**AIR ACTION** in Pacific fighting resulted in changed tactics. Surface ships often battled without seeing each other.





**RIDING HIGH**—Action at Coral Sea was the first time that U.S. Navy planes had attacked an enemy carrier.

*At this point, Admiral Takagi reported a third United States carrier force in the eastern Coral Sea. This report bothered Admiral Inouye considerably.*

*The third force was much too close to the invasion force which the admiral was to protect. Actually what had been sighted was the oiler USS Neosho (AO-23) which was accompanied by the destroyer USS Sims (DD 409) proceeding toward a rendezvous.*

*An attack was ordered on Neosho and Sims under the impression that the target was one of primary importance. The unfortunate Sims took three hits and went down with most of her crew. Neosho was still afloat but no more. Her fires were brought under control and her position reported for rescue operations. Unfortunately, because of an error in calculating her location, it was not until May 11 that the destroyer USS Henley (DD 391) took off survivors and sank the hulk.*

**T**HE JAPANESE BELIEVED the situation to be critical and were determined to put the American carriers out of action before they could inflict damage on the invasion force.

Night was closing in and the Japanese search planes were recalled. Twenty-seven pilots best qualified for night operations were chosen and sent out in murky weather in the supposed direction of the American carriers.

The search planes did pass near Admiral Fletcher's force — without sighting it. An American combat patrol, guided by radar, intercepted the Japanese planes and

**BACK HOME** — Returning Navy planes are respooned. Photo was taken few months after Battle of Coral Sea.



shot down nine of them. About an hour later, while the Japanese planes were trying to return to their carrier, some of them flew alongside *Yorktown*. Three actually tried to land on *Yorktown*. Her gunners shot down one and drove the others off. *Lexington's* radar showed planes circling as if to make a carrier landing about 30 miles to the east.

Of the 27 Japanese planes sent out to search, 10 were shot down and 11 went into the water in attempting night landings. Only six were recovered.

By the end of the seventh of May, each commander was aware that the enemy was close at hand. The distance which separated them was greater than either suspected. In retrospect, it has been calculated that neither force was any closer than 95 miles from the other.

**T**HE MORNING OF THE EIGHTH OF MAY found the actors assembled on the stage. Each knew of the other's presence and each knew that everything depended upon sighting the enemy before he was sighted.

Japanese search planes were launched three quarters of an hour before dawn. The American search was not launched until about a half hour later. However, each side sighted the other at about the same moment. Other factors were nearly equal, too. The Japanese had 122 planes while the Americans had 121. The Americans had more bombers but the Japanese had more fighters and torpedo planes. Their torpedoes were vastly superior to those of the Americans.

The biggest advantage enjoyed by the Japanese was that they were sheltered by rain squalls and clouds whereas Admiral Fletcher's forces had run out of the bad weather they had expected and lay exposed under a sunny sky.

The American dive bombers found the Japanese carriers at about 1030 and waited under cloud cover for the arrival of the torpedo planes.

The Japanese carriers, *Zuikaku* and *Shokaku*, were about 10 miles apart with their escorts in loose formation. While they were waiting, *Zuikaku* disappeared into a rain squall and the Americans' full attack fell on *Shokaku*.

When the torpedo planes arrived, the dive bombers began their attack. Although it was well coordinated, little damage was inflicted on *Shokaku*. The torpedo planes did not score at all because their torpedoes were too slow and were dropped at too great a distance. The bombers planted two bombs on *Shokaku* — one forward and one aft.

Of *Lexington's* entire strike force, only 11 torpedo planes, six fighters and four scout bombers found the enemy. The American torpedoes were ineffective, but the bombers did manage to make another hit, thus inflicting a little more damage on *Shokaku*.

**M**EANWHILE, AMERICAN RADAR picked up approaching Japanese planes at a distance of about 70 miles. Orders were given to launch fighters. Only three of 17 fighters in the air intercepted the enemy before the attack.

At a distance of 20 miles, the Japanese divided into three groups — two of torpedo planes and one of bombers.

The carriers began to pull away from each other, making it necessary to shift the screen somewhat. In



doing so, the circle was broken. This aided the Japanese.

*Yorktown* was the first to come under attack. She was successful in evading the attack of the Japanese torpedo planes but suffered one direct hit which penetrated the flight deck forward of the No. 2 elevator and exploded between the third and fourth decks.

There were also several near misses, one of which lifted her screws completely out of the water. The fires were quickly brought under control and the ship's fighting capacity was not reduced.

*Lexington* received a torpedo attack shortly after *Yorktown*. This time the torpedo planes were more effective. They launched an attack against both bows simultaneously. Thus, while evading torpedoes dropped off her starboard bow, *Lexington* received two hits on the port side which flooded three boiler rooms.

Dive bombers struck almost simultaneously and *Lexington* suffered two hits — one on the 5-inch ready-service locker on the port side and the other on the stack. Near misses ruptured her plates and the ship's siren, damaged by an explosion, was screaming above the other noises of the battle.

**T**HE SHIP WAS LISTING six degrees as a result of torpedo hits, but the engine and fireroom crews shifted the oil ballast and brought her to an even keel.

To her aviators returning from their strike, the ship looked undamaged and the damage control officer facetiously reported to the captain, "I would suggest, sir, that if you have to take any more torpedoes, you take 'em on the starboard side."

These words had scarcely been uttered before the ship was rocked from bow to stern by a tremendous explosion. Gasoline fumes released by one of the torpedo hits had been ignited by one of the motor generators left running. A series of explosions followed—each more serious than the last. The ship's communications were in bad shape and the DC Central suffered major damage and casualties including the Damage Control Officer.

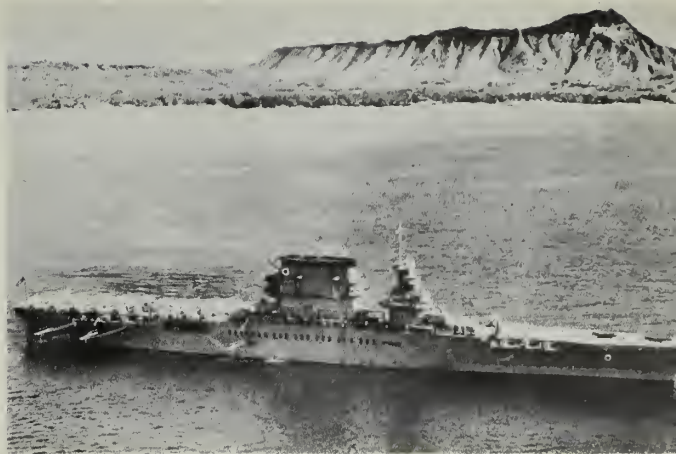
From the bridge, the situation still looked hopeful and flight operations continued to recover planes until 1414. Only as communications dropped away little by little did the officers on the bridge come to the conclusion that *Lexington* was doomed.

A second major explosion rocked the ship at 1445 and wrecked the ventilation system of the fire and engine rooms. Shortly after, flight operations on *Lexington* were abandoned and the captain requested *Yorktown* to recover all remaining airborne planes. Admiral Fletcher was requested to furnish standby rescue vessels.

**B**Y THIS TIME, the fires were out of control, and were in the vicinity of the ready bomb storage. The engine rooms were untenable, so the engine and boiler room personnel were ordered topside. Engines and boilers were secured and the steam safety valves were lifted. The ship's life ebbed fast.

Lines trailed in the water and life rafts were cast off. The sick and wounded were brought to the Captain's cabin, where injections and blood plasma were given and burns were treated with tannic acid.

At 1707, the order was given to abandon ship. The exodus was orderly and deliberate. The sailors and Marines set their shoes in an orderly line on the flight deck and the yeomen got their files in order before



**LAST FIGHT**—The Battle of Coral Sea proved fatal to USS *Lexington* (CV 2) when she received direct hits.

securing them. Nobody who went overboard — even the captain's dog — was drowned.

After an inspection of the ship was made to be sure no wounded were left aboard, the destroyer *uss Phelps* (DD 360) ended *Lexington's* life with torpedoes.

On the afternoon of the eighth of May, Admiral Nimitz ordered TF-17 to retire from the Coral Sea.

**B**OTH IN JAPAN AND THE UNITED STATES, fantastic claims of victory were made. The Navy Department did not issue an official account of the battle until after the Battle of Midway.

Reports that trickled back to the newspapers gave the impression of a tremendous victory which provided a wonderful shot in the arm for allied morale.

It was just as much a shot in the arm for the Japanese home front. The Japanese navy claimed to have sunk a non-existent battleship and both *Yorktown* and *Lexington*. Hitler congratulated the Japanese, saying that the United States would hardly dare to engage the Japanese navy again.

The United States Navy had done what it set out to do.

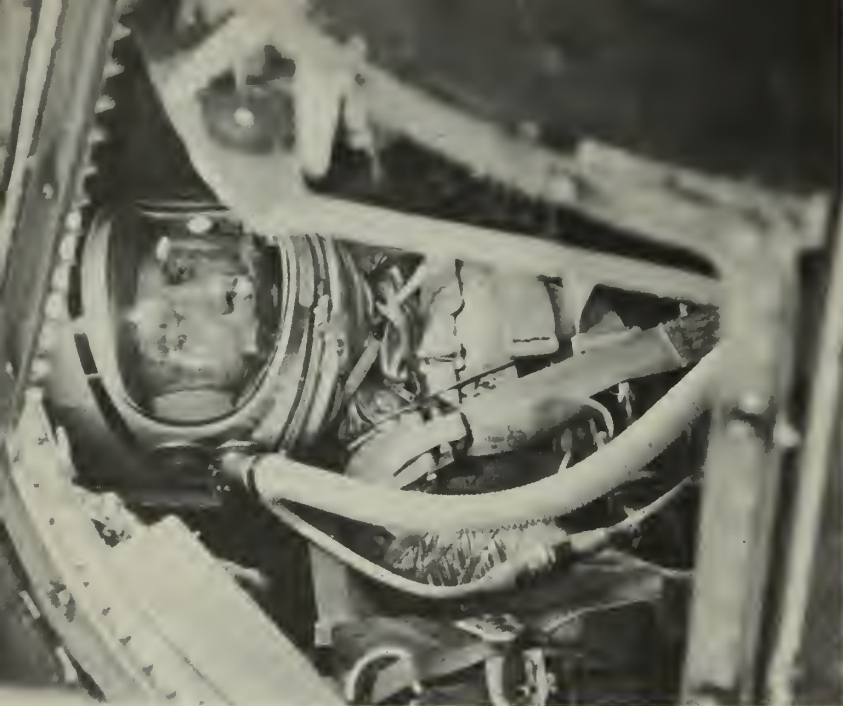
- The Japanese landing at Port Moresby did not take place. No Japanese warship ever again penetrated the Louisiades. The carrier *Shoho* was sunk.

- *Shokaku* was so damaged that she was out of action for two months and *Zuikaku* lost so many planes that she was out of the war until 12 June. Their presence at the battle of Midway might have written a different ending to that story.

From this time on, carrier warfare and naval aviation were to play a significant role in the war in the Pacific.

**NEW** — No ships encountered a surface enemy on the Coral Sea. Here, Japanese carrier takes a beating.





ALL SET—CDR Shepard in spacecraft readies himself for the blast off.

nautics and Space Administration waited an extra cushion of time.

Shortly before 0300, the two men breakfasted on filet mignon and poached eggs. They were examined by their doctors at 0320.

At 0350, technicians began attaching the medical biosensors (small electronic instruments for telemetering medical information back to earth). The astronaut began suiting up at 0400, after which the pressure of the suit was tested.

At 0459, Shepard, fully clad in his space suit, but with the visor of his helmet open, left the hangar and got into a waiting van which took him to the launching pad.

The capsule atop the *Redstone* missile looked black from the ground. Its name—"Freedom"—was painted

# A Naval Aviator: Our First

**A**T 1034 EDT on 5 May, CDR Alan B. Shepard, Jr., USN, was blasted off in his three-ton space capsule for an epoch making 302-mile journey over the Atlantic, 115 miles above the earth, at a speed of 5100 miles per hour.

After several nerve-pounding delays when the countdown was stopped because of weather or the failure of a part to function, the mighty *Redstone* rocket sent the American astronaut on the world's

first space flight in which control was in the hands of the man in the capsule.

The astronaut's day began at 0205, when he and his alternate, Marine LTCOL John H. Glenn, were awakened in their apartment in Hangar S at Cape Canaveral.

At this time, the countdown had been underway for an hour and 30 minutes—an hour ahead of the original schedule because *Project Mercury* officials of the National Aero-

on the side; it contrasted dramatically with the stark whiteness of the rocket beneath it.

After a tense countdown, the missile blasted off. CDR Shepard's first words, except for instrument readings and such, were: "What a beautiful view."

The entire flight went perfectly. Landing was made at 1049. CDR Shepard was taken aboard the aircraft carrier *uss Lake Champlain* (CVS 39), and to a hospital speci-

OFF TO SPACE — *Redstone* missile takes off on *Project Mercury* suborbital flight with astronaut on nose. Below: Copter recovery team returns to carrier.





ally set up for the occasion in the Grand Bahamas.

It is a signal honor that, in the fiftieth year of Naval Aviation, a naval aviator should make the first manned flight into space for the United States.

**A**LAN BARTLETT SHEPARD, JR., America's first astronaut, is a commander in the U. S. Navy.

CDR Shepard was born 18 Nov 1923 in East Derry, N. H., and graduated from Pinkerton Academy at Derry, N. H., in 1940.

For one year, he studied at Admiral Farragut Academy, Toms River, N. J., after which he entered the Naval Academy at Annapolis. He graduated from the Academy in 1944.

During World War II, the astronaut saw service in the Pacific in the destroyer *uss Cogswell* (DD



END OF THE LINE—NASA astronaut, CDR Alan B. Shepard, Jr., USN, is picked up. Below: CDR Shepard checks spacecraft on *USS Lake Champlain* (CVS 39).

651). He then took flight training at Corpus Christi, Tex., and Pensacola, Fla.

He received his wings in March 1947 and served after that with Fighter Squadron 42 at Norfolk Naval Air Station and Jacksonville, Fla. He also served several tours aboard aircraft carriers in the Mediterranean.

In 1950 Shepard went to Test Pilot School at Patuxent River, Md. He served two tours at the Test Center there. During this service, he took part in high-altitude tests to obtain data on light at different altitudes and on various air masses over the North American continent.

He also took part in test and development experiments of the Navy's in-flight refueling system, carrier suitability trials of the F2H3 *Banshee* and Navy trials of the first angled carrier deck. His last five months at Patuxent were spent as an instructor in the Test Pilot School.

Between his tours at Patuxent, Shepard was assigned to Fighter Squadron 193 at Moffett Field, Calif., a night fighter unit flying *Banshee* jets. He was Operations Officer of this squadron and made two tours with it to the Western Pacific on board the carrier *uss Oriskany* (CVA 34).

In 1958 the commander graduated

from the Naval War College at Newport, R. I., after which he saw service as aircraft-readiness officer on the staff of the Commander-in-Chief, Atlantic Fleet.

He has also been engaged in the

test of the F3H *Demon*, F8U *Crusader*, F4D *Skyray* and F11F *Tiger-cat*, and was project test pilot on the F5D *Skylander*.

CDR Shepard has logged more than 3700 hours of flying.





# Next for

*On the fifth of May, CDR Alan B. Shepard, Jr., usn, made America's first manned flight into space. This was a history-making event, but it was also just one more step in America's march toward the stars.*

*For a glimpse of what is still to come, the following takes the reader on an armchair voyage into orbit with an American astronaut. It gives him an insight into the sights and sensations the astronaut will experience (and some idea of what CDR Shepard experienced in his first flight), as well as a look into how Mercury astronauts prepare themselves to be pioneers in outer space.*

*The planning, direction, development and management of Project Mercury is the responsibility of the National Aeronautics and Space Administration, better known as NASA.*

**T**HE FLOODLIT ROCKET stands tall and white in the darkness of the early morning. The Mercury astronaut steps into the elevator with a group of NASA technicians and ascends to a height roughly equivalent to that of a nine-story building to reach the entrance of the cone-shaped capsule. Despite the fact that he is the center of the preparations of every member of the National Aeronautics and Space Administration—and, indeed, of everyone at Cape Canaveral—he feels curiously alone.

He is securely strapped into his form-fitting couch. It is approximately two hours before launch time. He sees the hatch secured, which seals him from the world he has known.

The capsule checkout takes approximately 30 minutes. After that he waits—waits for T-zero or a stop in the countdown. If there is the least flaw in any of the system checkouts, the voyage into space will be delayed until it is corrected.

The seconds tick by. Many thoughts enter his mind—some unbidden, which he tries to push aside. There is little time left to review his role in flight, for fly the capsule he must. It is entirely automated, but much depends on his actions and reactions—especially if an automatic system fails and he must operate a back-up manual control system.

The countdown goes according to



# NASA: Orbital Flight

schedule. The *Atlas* missile blasts off amid noise and vibration unimaginable to those who have not witnessed it, but which the Mercury astronaut has long been trained to withstand.

**T**HE *ATLAS* gains speed. The acceleration gradually increases and pushes the astronaut down into his couch. When this force reaches approximately six times the pull of gravity, the two *Atlas* booster engines are shut down and the pressure on the astronaut is temporarily relieved. The *Atlas* then proceeds on its sustainer engine, and the acceleration again builds up. At 8g the spacecraft has reached orbital velocity. Then the sustainer engine is shut down, and suddenly the capsule and the man inside become without weight.

This is a sensation which the astronaut has only briefly experienced before. He does not know what effect prolonged weightlessness will have on him—he is face-to-face with one of the problems of manned space flight.

The capsule separates from the *Atlas* last stage and, in five seconds, the autopilot stabilizes the capsule; swings it around 180 degrees and tilts it up 35 degrees so the capsule is placed in the retrofire position.

This is important. Then, if anything is wrong—if the capsule isn't traveling at the right speed, or if its orbit is off, retrofiring must occur at the soonest possible moment to permit a landing in the Atlantic rather than in Africa.

**A**LL HAS GONE WELL. The capsule is in orbit. Now it is time for the astronaut to assume the crucial role which he must play in the flight. His safety now depends upon his ability to monitor the instruments and indicator lights on his control panel.

The pilot's left hand is free to activate his escape systems. If it had been necessary before he was in orbit, he could have pulled a handle any time after he was two inches off the launching pad and would have been hurled free of the *Atlas*. Now that he is in orbit, he is free to activate the retrofire rockets.

The attitude control handle is on the pilot's right side; with it he con-



trols the position of the capsule in relation to the earth. The handle looks very much like a conventional control stick, but it has more capability. The astronaut's operation of this handle will allow him to view particular portions of the earth and sky, and will permit successful control of the capsule attitude if the autopilot fails.

He reports periodically and frequently to ground tracking stations in order to confirm data which has been telemetered to earth. He monitors cabin pressure, oxygen supply and the concentration of carbon dioxide in the capsule. He may be the first to detect that these are reaching dangerous values and is best able to take corrective action.

He observes the earth's cloud cover and auroral displays and makes

whatever astronomical observations he can with the naked eye. He also pays close attention to his own body sensations and looks out for any which tend to interfere with his subjectivity.

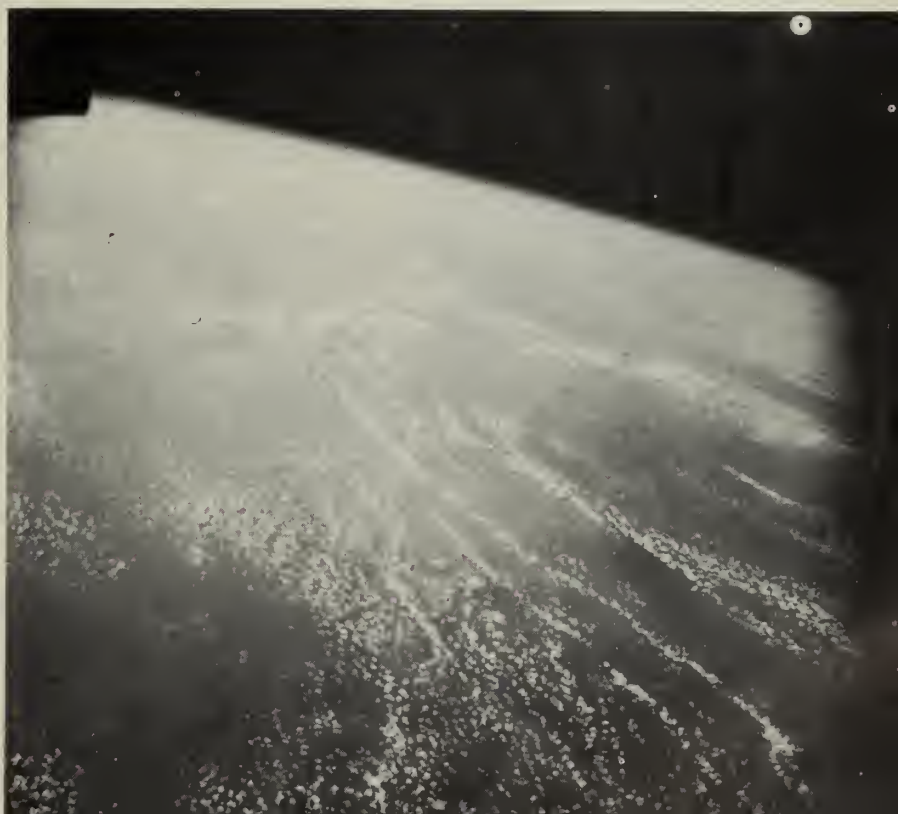
With the aid of his periscope, strip maps and time clocks, the astronaut is able to report his time over certain recognizable landmarks. He will also know where he is in case he loses contact with the ground tracking system.

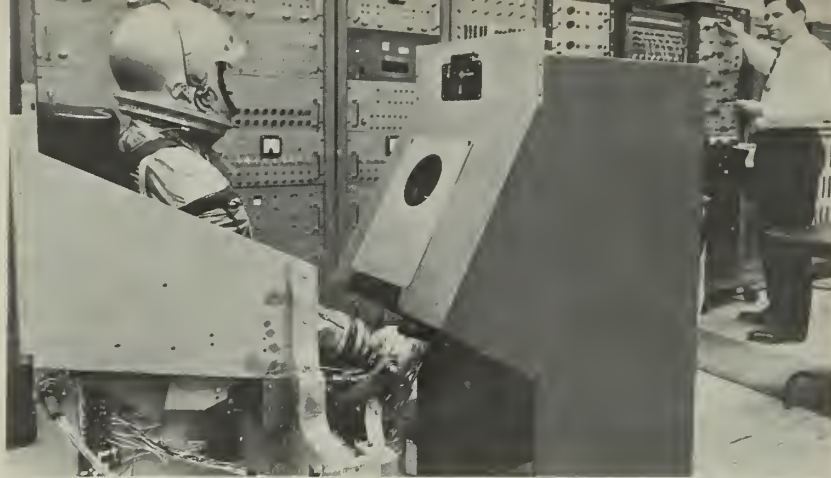
**T**HE CAPSULE ORBITS the earth two times, and is now about to complete its third orbit. It is time to prepare for re-entry.

The heat shield of the capsule is in its broad base. This must hit the atmosphere head-on, otherwise the astronaut is in trouble. If the capsule is out of alignment to a dangerous degree, the retrorockets will refuse to fire.

When the atmosphere is re-entered, the astronaut must keep the heat shield where it will do the most good. If the capsule oscillates, and the automatic reaction jet system can't keep it stable, the astronaut must stabilize the capsule by activating the reaction jets manually.

At about 10,000 feet a parachute opens, lowering the capsule to the





**GROUND WORK**—Analog flight simulator trained and tested NASA Project Mercury astronauts under conditions they would encounter in space flight.

surface at a speed of about 30 feet per second. If the first chute fails, the pilot must be prepared to use a second.

The astronaut has made the round trip from the earth to outer space and back. He is now adrift in the ocean and has two choices—he may remain in the capsule until it is lifted aboard a recovery ship, or he may leave the capsule immediately and board his life raft.

**T**HE ORBITAL TRIP of the American astronaut, following suborbital flight, will point up certain factors that are now in the “unknown” category. Prominent among these conditions is prolonged weightlessness. However, because of the extensive training program under NASA, the astronaut will have experienced many of the sensations and problems inherent to space flight before the day he takes his place in the space capsule.

Years have gone into research and training to make the astronaut and his equipment adequate for the occasion. He and his equipment have been jostled, tumbled, confused, accelerated, stopped and placed in a vacuum.

The astronaut has spent much time in complex procedures trainers and “air-bearing” and “multi-gim-balled” simulators located in NASA facilities at Space Task Group, Cape Canaveral and Lewis Research Center. He has also experienced zero-gravity in three different types of Air Force aircraft.

He has been tested at the Naval School of Aviation Medicine at Pensacola, Fla., in the world's only human disorientation device, which has applied stress to his body in more

than one direction at the same time. It has tumbled him around and purposely confused him so he will learn to cope with similar conditions if he encounters them in his escape and return to the earth's gravitational field.

**T**HE ASTRONAUT has experienced much of the expected acceleration sensation in the Navy's centrifuge at Johnsville, Pa. In this machine he has traveled from a dead standstill to 173 miles per hour in a matter of seven seconds.

This is where he received most of his training on how to stay conscious during the tremendous force necessary to hurl him into orbit.

Here, too, space doctors carefully gathered information (which was recorded outside the centrifuge) on how the astronaut's heart, brain, circulatory system and breathing functioned while being subjected to many times the force of gravity. While he was in the centrifuge, he was under television observation at all times by medical personnel.

**“G” WHIZ** — Astronaut prepares to enter human centrifuge to test the effects of Mercury type acceleration.



The centrifuge has been combined with the Navy's large computer which has enabled the astronaut to experience all the sensations his use of the controls would produce in actual flight. The data resulting from his actions are recorded on the instruments on his control panel.

**T**HE NAVY'S AIR CREW Equipment Laboratory in Philadelphia has spent many a month developing and testing the astronaut's space suit. NASA has taken the Navy's Mark IV full-pressure suit and changed its helmet, boots, zipper array, underwear, air intakes and data points to produce the suit which the astronaut will wear on his flight into orbit.

The present model is completely ventilated, and built so that it will automatically inflate in case the capsule pressure drops below five pounds per square inch.

The pressure is sufficient to prevent a condition familiar to the Navy—the bends, sometimes suffered by divers who surface too quickly. The suit is designed so the astronaut can do his job in comparative comfort, even in a vacuum.

The American astronaut making the orbital space trip will have learned to cope with all the emergencies which can be foreseen. He will have taken numerous test flights without having left the ground.

Any number of emergencies can and do arise during tests—the flight officer at his console sees to that. For instance, if the test capsule's atmosphere begins to leak, the astronaut's pressure suit is inflated. If the oxygen supply or the carbon dioxide scrubbing systems should fail, the astronaut can detect this on his instrument panel and, in addition, he will actually feel the physical reaction which would come of such failures. He is then required to bring standby systems into use.

Should fire start in the capsule, he must dump his capsule pressure and later reinstate it, if necessary.

These imitation flights require just as much ability to navigate and maintain direction and timing as will be required of him when he is actually on his trip into outer space.

Flight in space represents a new frontier of knowledge. The flights of the first astronauts are the necessary steps which must precede even more ambitious manned expeditions into space.

—Robert Neil





# Mercy Mission

**N**AVY AIRMEN flying a mercy mission in Antarctica recently opened a new door in polar aviation that may end or shorten winter isolation for Navymen and scientists of Operation Deep Freeze.

The mission was to pick up a foreign exchange scientist who had expected to spend the winter at Byrd station, but who had to be evacuated for emergency medical treatment. He was a Russian physicist, Leonid Kuperov. The long mercy flight covered 6300 miles round-trip from Christchurch, New Zealand, deep into the heart of Antarctica and back. The ski-equipped Navy C-130BL *Hercules* of Air Development Squadron Six took off on a Sunday morning at 1230. In just over 48 hours, including stops at NAF McMurdo Sound, the plane had returned and the ail-

ing scientist was on his way to a hospital in Christchurch.

Not only had a mission of mercy been successfully completed, but the long flight opened the door to possible winter air operations in the Antarctic, as this was the first time an aircraft had flown into the frozen continent after the month of March.

*Clockwise from upper left:* (1) Navymen of wintering-over party set up poles to mark runway. (2) *Hercules* is preheated by ground crew during short stop at NAF McMurdo Sound. (3) Scientist bids farewell to Byrd Station as he boards plane. (4) Plane crew member cleans snow from cockpit windshield prior to takeoff. (5) Flight engineer sweeps snow off plane. (6) Men at Byrd Station wave goodbye as mercy plane readies for takeoff.



# BOOKS:

## THIS MONTH'S SELECTIONS COVER NAVAL AVIATION

**D**URING THE CELEBRATION of naval aviation's fiftieth year, you may want to read about its history and development, the careers of its pioneers and leaders, and its famous battles. In your ship and station libraries are many books on aeronautics, both technical and historical.

Listed below are a few of the many titles which give information of one sort or another on the Navy's air power. This is not an inclusive list, and not all books will be in every library. You should, however, find a number of interesting books on the subject.

### AIRCRAFT

**American Combat Planes**, by Ray Wagner, 1960.

**The Air Forces of the World**, by William Green and John Fricker, 1959. History and development.

Jane's **All the World's Aircraft**, 1960-61. Annual encyclopedia.

**The World's Fighting Planes**, by William Green and Gerald Pollinger, 1959. A factual roundup.

### WORLD WAR II AND KOREA

**Cavalry of the Sky**, by Lynn Montross, 1954. The U.S. Marine combat helicopter's history and tactical battle development in Korea.

**Clear the Decks**, by Daniel V. Gallery, 1951. A naval aviator's account of Atlantic operations against the Germans in World War II.

**Climax at Midway**, by Thaddeus B. Tuleja, 1960. An exciting battle record based on American and Japanese sources.

**Combat Command**, by Frederick Sherman, 1950. Naval warfare from Pearl Harbor to the Japanese surrender with the carrier seen as a decisive weapon.

**The Divine Wind**, by Rikihei Inoguchi and others, 1958. The story of the Japanese Kamikaze Corps.

**History of Marine Corps Aviation in World War II**, by Robert Sherrod, 1952.

**History of U.S. Naval Operations in World War II**, by Samuel E. Morison, 14 volumes, 1947 to 1960.

**Marine Aviation in the Philippines**, edited and published in 1951 by the U.S. Marine Corps.

**Midway**, the battle that doomed Japan, by Mitsuo Fuchida and Masatake Okumiya, 1955. The battle as seen from the Japanese navy's point of view.

**Great Sea War: The Story of Naval Action in World War II**, edited by E. B. Potter and C. W. Nimitz, 1960.

**Queen of the Flat-tops**, by Stanley Johnston, 1942. *uss Lexington* (CVA 16) and the Coral Sea battle.

**Then There Was One**, by Eugene Burns, 1954. *uss Enterprise* (CVS 6) during World War II.

**Victory at Sea**, by Henry Salomon and Richard Hanser, 1959. Pictorial history of naval action in World War II.

**Zero**, by Masatake Okumiya and Jiro Horikoshi, 1956. Japanese naval air operations from 1937 to 1945 as told by a flying officer and the designer of the Zero fighting plane.

### HISTORY

**Astronauts: The Story of America's Man-in-Space Program and the Seven Astronauts**, by Martin Caiden, 1960.

**Air Base**, by Boone T. Guyton, 1941. A navy dive bomber pilot's experiences before World War II.

**Aviation in the Modern World: Aircraft, Missiles and Spacecraft**, by James V. Bernardo, 1960.

**Flattop**, by Barrett Gallagher, 1959. Naval aviation from World War II to the atomic carrier.

**Golden Wings: A Pictorial History of the United States Navy and Marine Corps in the Air**, by Martin Caiden, 1960.

**History of United States Naval Aviation**, by Archibald D. Turnbull and Clifford L. Lord, 1949.

**The Navy Has Wings**, by Fletcher Pratt, 1943. Training the naval aviator during World War II.

**Navy Wings**, by Harold B. Miller,

1942. A nostalgic reminder of pre-war naval aviation.

**Ships in the Sky**, by John Toland, 1957. The story of the great dirigibles.

**They Fought for the Sky**, by Quentin J. Reynolds, 1957. Military aviation in World War I, including the airships, airplanes and fliers on both sides.

**U.S. Naval Aviation History, 1910-1960**, by Lee M. Pearson and Adrian O. Van Wyen, 1961. An illustrated chronology.

**Wings at Sea**, by Charles Coombs, 1958. Well-illustrated account of carriers, jets and naval aviation training.

### BIOGRAPHY

**Admiral Halsey's Story**, by William F. Halsey and J. Bryan, 1947.

**Baa Baa Black Sheep**, by Gregory Boyington, 1958. The famous ace's experience as flyer and prisoner of war.

**Come North With Me**, by Bernt Balchen, 1958. A flying career that included expeditions to both poles.

**Five Down and Glory**, by Gene Gurney, 1958. A history of the American war aces.

**I Took the Skyroad**, by Norman M. Miller, 1945. A Navy bomber squadron commander's life story.

**The Magnificent Mitscher**, by Theodore Taylor, 1954. The career of a pioneer and leader in naval aviation.

**The Man Who Rode the Thunder**, by William H. Rankin, 1960. Marine jet pilot's flying record.

**Samurai!**, by Saburo Sakai, 1957. A leading Japanese naval pilot describes his training and fighting experiences.

In case this isn't a wide enough selection for you earthbound or actual aviators, take a look at some of the other books in your ship or station library. Chances are you'll have no trouble getting your interest airborne.

### BREAST INSIGNIA



Flight Surgeon



Flight Nurse

### BREAST INSIGNIA



Balloon Pilot



Parachutist





AIM AFT—Sleeve target streams from 'tractor' of Utility Squadron Five.

# Utility Squadron

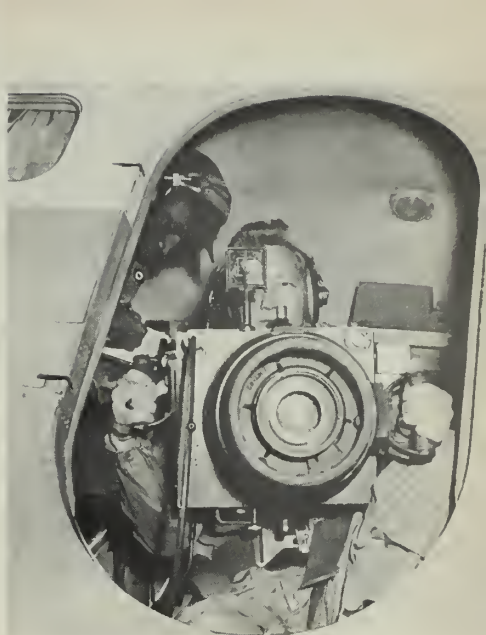
**"WORK HORSE OF THE FLEET"** is the term used by units of the Pacific Fleet to describe Utility Squadron Five (VU-5).

Based at the Naval Air Station, Atsugi, Japan, VU-5 is organized and equipped to perform useful and needed services to Pacific Fleet units. They do a variety of jobs for ships of the Seventh Fleet.

VU-5 earned its work-horse reputation principally through the target-towing service rendered to units requiring antiaircraft gunnery training. JD-1 aircraft, commonly known as "tractors," spend many hours towing the bucket over ships requiring aerial targets. (The bucket is a sleeve target, usually red, 20 feet long and 24 inches in diameter, and designed to inflate like a carnival balloon as it trails at the end of 7000 feet of specially designed cable.)

The JD-1 is the A-26 *Invader* of the World War II Army Air Corps. These old and venerable craft are kept hale and hearty by top-notch maintenance crews of VU-5. Plane designs come and go, but no other plane seems so well suited to the duties of a tractor, and until anti-aircraft mounts of the Fleet are replaced, the JD-1 will continue to tow the bucket.

Target services for missile systems are furnished by the drone units of VU-5. The surface unit (KD-25), located in Yokosuka, Japan, deploys on ships and launches its tiny, speedy, pilotless aircraft from a portable launcher. The air unit, located at Naha, Okinawa, launches its drones from the belly launcher of a specially adapted P2V *Neptune*. Drones from both units are used as targets for radar-directed gunfire and



**HOLD IT —** Photographer's mate of VU-5 aims 60-pound camera from an open door of an SNB-5P aircraft.

surface-to-air and air-to-air missiles.

Jet fighter planes (FJ-4 *Furies*) of VU-5 perform another important service for combat information centers of Fleet units. CICs are charged with directing the interception of aircraft detected by their long-range air-search. To keep CICs proficient in this intricate operation, a pair of VU-5 *Fury* jets provides them with practice in detection and intercept exercises. The jets are also frequently called upon to play the role of tractors, dragging radar-reflecting banners for aerial gunnery practice.

Diversified as they are useful, the functions of Utility Squadron Five also include complete aerial and ground photographic services.

**MOVING TARGET—**FJ-4 *Fury* jets skim along the Pacific. **Right:** KD drone target is launched from deck of cruiser.



Brief news items about other branches of the armed services.

THERE'S SOMETHING NEW for USAF fighter aircraft—arresting gear. Long a standard item on Navy planes, tail hooks are being installed on F-102's (*Delta Daggers*) under the operational control of the North American Air Defense Command (NORAD). Certain other USAF F-102s, F-104s, F-105s and F-106s are also being equipped with tail hooks.

Parallel with this development is the installation of arresting cables (which engage the tail hook during the plane's landing) at many Air Force bases, including Hill AFB, Utah; Griffiss AFB, N. Y.; Lockbourne AFB, Ohio; Davis Monthan AFB, Ariz.; Grand Forks AFB, N. D.; and Malmstrom AFB, Mont.

Just as at Navy air fields, the arresting cable at the Air Force bases is strung at right angles to the runway.

The tail hook was designed at the request of the Air Defense Command, NORAD's Air Force component. It has been estimated that as many as six accidents to F-101 and F-102 aircraft could have been prevented during 1960 had the tail hook been in use. USAF's Air Materiel Command has reported the arresting gear safety feature proved nearly 100 per cent effective in preliminary tests.

Arresting gear work on Air Force F-102s began late in 1960 at Brookley Field, Mobile, Ala., and at Hill AFB, Utah.

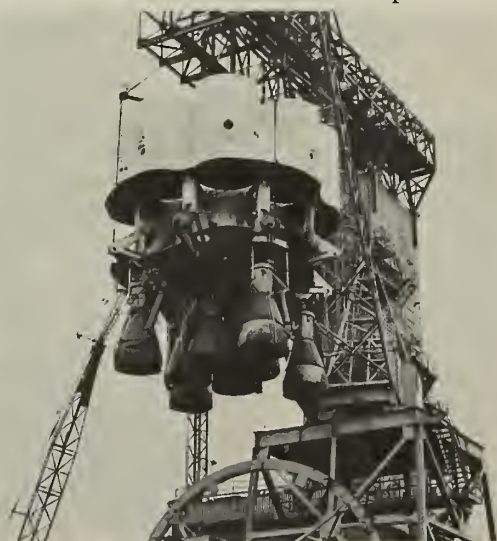
★ ★ ★

THE ARMY is sponsoring research on an aircraft electronic checkout system which uses strategically placed sensors to check critical mechanical and structural components.

Known as project ALARM (Automatic Light Aircraft Readiness Monitor), it is hoped the program will save valuable man-hours in carrying out maintenance inspections on Army airplanes and helicopters.

The ALARM system sensors are installed at critical points in the engine, transmission, drive shaft, bearings, propeller or rotor and at other selected sites in the structure.

These are connected to a central control panel where



KING-SIZE—Full-scale model of Saturn rocket's power plant is suspended from test tower during NASA testing.



SUSPENDED—Strategic Army Command's paratroopers constantly train under simulated combat conditions.

the pilot or maintenance personnel can literally tell at a glance the status of the aircraft. The ALARM system incorporates self-testing circuitry which makes the system virtually foolproof.

The system is being tested on one of the Army's new turbine-powered helicopters, the HU-1 *Iroquois*. If tests are successful, the use of electronic monitoring could reduce inspection time to a matter of minutes and may remove some requirements for special personnel skills.

The goal of the present research is to come up with a system in which pilots and crew members will have as much confidence as they now have in conventional instruments and panel indicators.

★ ★ ★

WORK SHOULD BEGIN SOON on a new North American Air Defense (NORAD) underground combat operations center in El Paso County, Colorado.

The U.S. Air Force has released \$8,530,000 under its Military Construction Program for excavation of the site and has already advertised for bids. Excavation work should begin soon and will take some 12 months to complete.

Designated System 425L, the new combat operations center will be an underground replacement for the present NORAD control system at Ent Air Force Base, Colorado Springs.

Already the Air Force has spent \$98,667 to acquire the real estate for the new site and \$1,131,200 to build access roads.

★ ★ ★

A NEW LIGHTWEIGHT, all-purpose survival food packet, designed for emergency use in any combat situation, anywhere in the world, has been developed by the Army Quartermaster Corps.

The food packet, usable even where water is severely limited, already has passed extensive service tests in both hot and cold climates.

Known as the "All-Purpose Survival," the packet consists of food bars which may be made to taste like almost any food. The test prototype includes four food bars packaged with instant beverages in a 12-ounce container. The uniform nutritional composition of the bars permits assembly of a packet in any shape or size to meet anticipated emergency needs.

With the new survival food packet, a person can



eat as many bars as he needs when water is plentiful, or he can eat any one bar when little or no water is available, without seriously dehydrating his body.

Studies indicate that food eaten when there is a lack of water, should contain no more than seven to eight per cent protein. Food which contains more protein, when eaten without water, will cause severe dehydration of the body.

The uniform nutritional design of the food bars will enable survivors to adjust food consumption to their needs, based on such variables as available supply, probable energy output and length of time before rescue can be expected.

★ ★ ★

THE AIR FORCE'S CHENEY AWARD for 1960 has been presented to Captain A. S. Despres, Jr., USAF, a Strategic Air Command pilot. Captain Despres received the award for heroism performed last year.

He was copilot on a B-47 *Stratojet* bomber that had crashed shortly after takeoff at Eielson Air Force Base, Alaska. Although he successfully escaped the crashed airplane, Captain Despres re-entered the flaming wreckage and rescued the aircraft commander who was trapped inside and injured. Next he again entered the wreckage to rescue two other crew members. He did this in the face of exploding ammunition and the flames of 100,000 pounds of ignited fuel.

Now stationed at Forbes Air Force Base, Topeka, Kansas, Captain Despres was awarded a bronze plaque, a certificate of heroic achievement, and 500 dollars.

The Cheney Award is presented annually. It honors an act of valor, extreme fortitude or self-sacrifice of a humanitarian nature. The act must be associated with aviation but it need not have been of military nature. The award was established by the family of LT H. W. Cheney, Army Air Service, who was killed in a crash at Foggia, Italy, during World War I.

★ ★ ★

IT WILL BE POSSIBLE in the near future to detect and identify much smaller earth movements—such as those caused by earthquakes or underground explosions—than can now be detected.

A new research station has been built in the Wichita Mountain near Fort Sill, Okla., which will study these detection and identification problems. The station, under



UPPER CLASS—Air Force's newest supersonic planes, T-38A trainers, crease skies over California desert.

the technical supervision of the U.S. Air Force Technical Applications Center, will be called the Wichita Mountain Seismological Observatory. It is part of the U.S. seismic improvement program known as Project Vela-Uniform.

The station was built as a result of a conference of experts, which consisted of representatives of the United States, United Kingdom, France, Canada, USSR, Romania, Czechoslovakia and Poland. They met in Geneva, Switzerland in 1958 to study the means of detecting violation of a possible agreement in the suspension of nuclear tests.

Equipment in the observatory will be identical to that recommended by the Geneva Conference. The Wichita Mountain site, about 15 miles northwest of Lawton, Okla., was selected because the minute vibrations of the earth—called microseismic noise—which interfere with the detection of signals from distant earthquakes or underground nuclear explosions, are exceptionally small in the Wichita Mountain.

The Observatory has been developed and will be operated under the over-all direction of the Department of Defense's Advanced Research Projects Agency.

★ ★ ★

WITH THE DEACTIVATION of its 1929th Airways and Air Communications Service Squadron, the Air Force has gone out of business on Adak Island. Located midway in Alaska's Aleutian chain, Adak has lots of not-so-pleasant weather, but it's not so cold as you might expect. In summer the temperature holds about 46 degrees; in winter it averages about 34 degrees. Rain or snow is the usual weather forecast.

The island was uninhabited before World War II. In 1942 it was taken over by the military to form a link in the Aleutian defenses. An airfield was constructed on the bed of a drained lake. Within a year Adak teemed with activity as headquarters of the 11th Army Air Force. For B-24 bombers en route to a mission over the Kurile Islands, Adak served as an important way-station.

Following the war, Adak was turned over to the Navy, which has controlled it ever since.



PEEKABOO — Air Force's GAR-4A air-to-air Falcon missile hits 36-inch target from more than mile away.

# All-Navy Champs: Boxing &

**S**TANDING-ROOM-ONLY throngs of more than 4000 fight fans sat in on each of three nights of slam-bang battling, and saw Atlantic Fleet and South Atlantic Region mitt-slingers grab off the lion's share of the titles, as the 1961 All-Navy Boxing Tournament was run off at NavSta Newport, R. I., April 5-7.

Indicative of the furious action which prevailed during the three-day struggle for top Navy ring honors is the fact that 11 of a total of 28 bouts ended in knockouts or TKOs, and only four of the 10 championship set-tos lasted the prescribed three-round limit.

Both the LantFleet and SoLant Region squads qualified six mittmen for the championship round, with four SoLant and three LanFleet four SoLant and three LantFleet All-Navy laurels. The Pacific Coast Region, meanwhile, copped two of the remaining three titles, and the Western Pacific Region the other. Two North Atlantic Region standard-bearers managed to gain the finals, but were shut off from the throne room.

Championship bout results were:

## 112 pounds

Joe Gaiter, AN, NavAirLant

(LantFt) decisioned Ling Ortiz, TN, 6ND (SoLant).

## 119 pounds

L. J. Eli, YN3, CinCPacFt (WestPac) KO (1) over Marvin Munford, SN, CruLant (LantFt).

## 125 pounds

Pat Brady, AN, 6ND (SoLant) decisioned Bill Norman, AN, NavAirLant (LantFt).

## 132 pounds

Clarence Calloway, SN, NavAirLant (LantFt) TKO (3) over Bob Thomas, ADR3, 1ND (NorLant).

## 139 pounds

Randy Dove, AA, 6ND (SoLant) TKO (2) over Palladin Pelliccia, HN, PRNC (NorLant).

## 147 pounds

Jim McClain, PHAN, 5ND (SoLant) decisioned Billie Smith, YN2, 12ND (PacCoast).

## 156 pounds

Tom Lee, ADJ3, 12ND (PacCoast) TKO (1) over John Moyer, AN, 8ND (SoLant).

## 165 pounds

Jim Rossette, SN, 6ND (SoLant) KO (1) over Bill Polk, SA, CruLant (LantFt).

## 178 pounds

John Hunter, SN, NavAirLant

(LantFt) decisioned Dick Allen, BM1, PhibPac (PacCoast).

## Heavyweight

Vern Casimir, SN, PhibPac (PacCoast) TKO (3) over Jim Haskins, SK2, USS Epperson (DDE 719), (WestPac).

One of the top bouts among a whole string of very good ones was the 178-pound get-together, which found a strong but inexperienced Hunter matched with the 29-year-old "Boats" Allen, All-Navy titleholder in this weight class two years ago. The two threw leather every step of the way in a corking scrap which found Hunter holding an eyelash-thin one point edge on the judges' cards at the finish.

Another highlight was the showing of 6ND's talented trio — Pat Brady, Randy Dove and Jim Rossette — who banged their way to 125-pound, 139-pound, and 165-pound honors, respectively. Brady and Rossette, according to most observers, rated equal billing as the tourney's two classiest operatives. Dove, on the other hand, was getting all he could handle from PRNC's Pelliccia, when the hard-luck Hospitalman's nose suffered a

ALL-NAVY — John Hunter, light heavyweight, decks opponent. Right: Heavyweight Vern Casimir (left) slugs it out.





# Volleyball

deep gash late in the second round, and Dove was awarded a technical knockout victory. The dead-game Pelliccia had captured the hearts of the fans in the semi-finals when he outhustled LantFlt's Ted Brockman, 1960 All-Navy 139-pound champ trying for a repeat title, for a hard-won decision.

Still another crowd-pleaser in semi-final action was the narrow split decision win recorded by the eventual 119-pound champ, Eli, over 6ND's Tony Elumba. SoLant's scrappy little Stewardsman battled Eli all the way to the wire, and narrowly missed racking up a fifth championship for his squad.

Named to the squad which represented the Navy in Inter-Service competition with the Army, Air Force and Marine Corps champions at Hamilton AFB, Calif., April 19-21 were champions Gaiter, Calloway, Dove, McClain, Rossette, Hunter and Casimir, plus Elumba, Norman and LantFlt's Joe Ricks. The last-named trio will replace champions Eli, Brady and Lee, respectively, all of whom were unable to make the trip. In addition, PhibPac's Allen and LantFlt's heavyweight, Emmett Jefferson, accompanied the team as alternates.

**T**HERE'LL BE OTHER All-Navy Volleyball championship teams in the years to come, but to a poised, powerful NAS Oakland, Calif., sextet goes an honor which can never be topped. They are the very first ones.

The hustling Flyers, representing the 12th Naval District and the Pacific Coast Region, swept three straight matches without the loss of a game in besting four other regional contenders in a double-elimination meet at NAS Alameda on 12-14 April. The Alameda set-to marked the first time that this sport has been contested on the All-Navy level.

Vying for Navy-wide volleyball supremacy, in addition to the Oakland crew, were: NAS Quonset Point, R.I. (North Atlantic Region); Fleet Air Electronics Training Unit Atlantic (Atlantic Fleet Region); NAS Jacksonville, Fla. (South Atlantic Region), and the volleyball team of NAS Barber's Point, Hawaii (Western Pacific Region).



ON THE BALL—NAS Oakland volleyballer spikes one into massed JAX defense.

Complete tournament results were:

## First day

NORLANT—15, 11, 15

LANTFLT— 0, 15, 4

PACCOAST—15, 15

SOLANT — 5, 11

NORLANT—15, 7, 15

WESTPAC— 8, 15, 9

SOLANT —15, 15

LANTFLT—11, 4

## Second day

WESTPAC—15, 10, 15

SOLANT —11, 15, 8

PACCOAST—15, 15

NORLANT —12, 9

NORLANT—11, 15, 15

WESTPAC—15, 10, 6

## Third day

PACCOAST—15, 15

NORLANT — 5, 12

Oakland's NAS'ers were forced to put down a strong challenge posed by the 11th Naval District entrant in the PACCOAST Regional play-offs before entering All-Navy play. Four stars from that 11ND team—Ron Smith, Tom McDonald, Solomon Atkinson and Bob Hamilton—were augmented by the Oakland club for the All-Navy meet, and contributed greatly to the eventual champion's

success. Then, as All-Navy standard-bearers, the Flyers added five top performers from the other regional entrants to the roster for a trek to Fort Ord, Calif., where they were slated to do battle with Army, Marine Corps and Air Force titlists in the first annual Inter-Service Volleyball Tournament, April 26-28.

Interest in volleyball has been on the upswing throughout the U. S.—both in the services and out—in recent years. Contributing much of the impetus for its move from the ranks of station-level competition only, to the status of a "major" sport within the armed forces this season, however, was a recent recommendation by world amateur athletic leaders to establish volleyball as an official Olympic Games sport for the 1964 Games in Tokyo, Japan, pending final decision by the International Olympic Committee.

Spurred by that decision, the Army, Navy, Air Force and Marine Corps decided to extend station activity and district competition to the regional and service-wide level and to add volleyball to the inter-service agenda. By 1964 they hope, through added interest and beefed-up competition, to have a shot at contributing to the team which will represent the U. S. in the Tokyo Games.

—Jerry McConnell, JO1, USN.

# THE BULLETIN BOARD

## Questions Answered for Naval Aviators & Aviation Personnel

The February and March issues of ALL HANDS contained the first two articles in a series covering questions which are asked the Chief of Naval Operations on his visits to ships and stations.

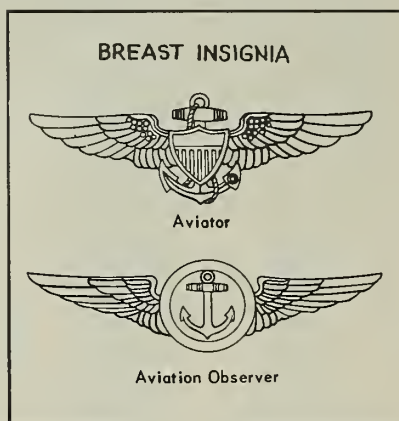
The preceding two discussions concerning the problems encountered by career officers were devoted primarily to general issues. In this, the last of the series, the status of the naval aviator receives the greater emphasis.

What will be the status of the naval aviator in the future (20 years)?<sup>P</sup>

Long range objectives include a major role for naval aviation. The Navy's traditional mission of preserving the freedom of the seas, supporting national policy throughout the world, and providing aid and support to allies, will embrace missions ranging from ASW, AEW, close air support of ground forces and vertical envelopment to strategic deterrent striking power and space exploration and development.

Our inventory is expected to include (a) second and third generation supersonic fighter and attack aircraft in the MACH Two to Five range, employing missile and stand-off weapons; (b) sub-sonic planes with Eagle-type supersonic, long range missiles; (c) conventional and nuclear-powered ASW/AEW types capable of great mission endurance with improved crew environments; (d) STOL and VTOL aircraft for use in combat and logistic support missions requiring slow take-off and landing and vertical take-off and landing capability from undeveloped fields and ships with small landing areas; (e) rotary and fixed-wing types for ASW, transport, logistic and many other missions; (f) and manned space vehicles.

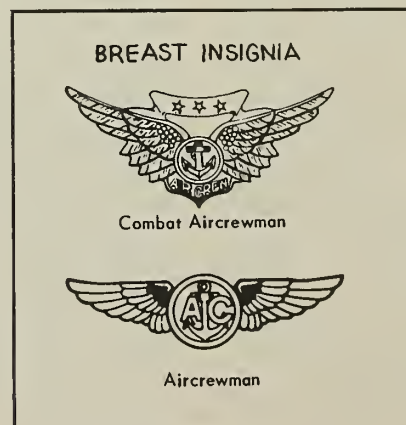
Such sophisticated aircraft and weapons systems will require aviators with new levels of scientific education and specialized technical training and knowledge. Emphasis has already been placed on increasing the level of general and technical education of the Navy's officer corps to meet the



challenges of the future. Career patterns have been revised to increase emphasis on technical sub-specialization concepts for officers, which include plans to keep most aviators closely allied with operational flying for 10 out of the first 12 years of duty, followed by generalization to allow advancement to command duties and rank. This will achieve the desired high degree of professionalism and improved Fleet readiness demanded by the costly and complex air space weapons systems of the future.

To man the new space-age Navy we need a broad base of young aviators, highly motivated by patriotism, adventuresome spirit, lofty ideals and long-range goals.

How will the current developments in the Polaris program affect the future of the career officer in naval aviation?



It will not affect him at all. The two programs have individual and separate requirements. In peacetime, the Polaris missile will be the most valuable deterrent the United States will have. The naval aviator in peacetime will continue to be available for carrier operations in brush-fire wars, for antisubmarine warfare, for reconnaissance, and similar duties. In wartime, Polaris and the aviator become a coordinated attack team.

What is the future of carrier-based ASW for career guidance purposes?<sup>P</sup>

The carrier-based ASW function will undoubtedly continue to be a part of the U.S. Navy — at least until 1975 — and, conceivably, well beyond that time. It is obviously difficult to project any technical program much beyond that date because of the considerable advances that are being and will be made in all aspects of anti-submarine warfare, as well as in other fields of naval warfare.

An individual who is interested in developing a career in carrier-based ASW should have no concern about the future role of the ASW Carrier Task Force.

What is the career potential for aviation ground officers (1350)? What will be the ultimate role of the career aviation ground officer in the Fleet? What form will his career pattern take from LCDR to CAPT?

The intended use of Code 1350 officers will eventually extend beyond and outside the highly specialized fields of their sub-specialty, and does not necessarily have to be confined to naval aviation. For example, they would be qualified and available for assignment to most, if not all, non-specialty billets within the aviation billet structure as a normal part of the pattern of duty rotation.

As with 1310 officers, there will be rotation to shipboard billets to qualify for command. In addition, some will be eligible for postgraduate education.

The diagram on page 46 gives an excellent picture of what the



career aviation ground officer can expect in the future.

*Will there be a chance of forming a staff corps for aviation ground officers?*

No. The formation of a staff corps is not desirable. The Navy is emphasizing the use of unrestricted line officers with a defined sub-specialty.

*What are the promotion opportunities for 1350 designators? If there is one vacancy for promotion and two officers are eligible — a 1310 and a 1350, both equally qualified — who will be promoted?*

They would each have a 50-50 chance for the vacancy. If, in the opinion of the selection board, a greater need existed in either category, the needs of the service would prevail.

*Is there any possibility of relaxing the "No Waiver" qualification for augmentation under the 1350 program — specifically, the requirement on eyesight?*

No. The physical standards for the 1350 program are established by the Flight Physical Standardization Board. The board recently reviewed and made recommendations, which were approved, covering the broad requirements of aircrew and non-aircrew billets in the 135X program. Waivers are generally not given where standards have been established as the minimum acceptable to perform the mission in keeping with personal and flight safety of those involved.

*Will lack of jet time be a detriment to an aviator's naval career?*

Jet time is important to those officers who are actively involved in the jet phases of attack aviation. It is not a useful qualification for those who are flying in the equally important ASW field. The increasing emphasis on ASW would indicate that the lack of jet time will in no way be a detriment to an aviator's naval career.

*What is the status of the "Brownie-Greenie" program in Naval Aviation assignments, and what factors are most considered when selecting aviators to remain primarily in flying billets?*

"Brownie-Greenie" is a misnomer based on colors used in the widely advertised 131X career pattern chart. Those charts used the green shading

to denote operational flying billets; brown delineated combat readiness training billets (100 hours per year). It should be re-emphasized that the career pattern as evolved was essentially a broad division of *billets*, by rank. Such a division has always existed, and probably always will, but at no time have aviation line officers themselves been categorized by a color code. This means that rotation within the broad division of billets continues as before, i.e., there is a lateral movement or split touring of sea assignments between squadron, ship and staff.

Some aviators, because of exceptional ability (as evidenced by motivation and airmanship) and operational necessity, will remain in operational flying billets within the

framework of a given program; Heavy attack, or weather fighters, ASW, etc. The only significant difference between the present and previous 131X career patterns is a longer initial sea tour and a longer second sea tour. Those longer tours were arranged to provide for more squadron duty for younger pilots in order to increase combat readiness and to lower accident rates. This it has done. The fact that brown or green paint was used on the charts is purely incidental.

*What are the chances of a P2V-S2F pilot getting assigned to a VAH, or other jet-type squadron?*

Occasionally an individual may make the transition from ASW to jet aviation, but the numbers involved have been greatly reduced since the

## WHAT'S IN A NAME

### Seaplane Squadron

The only two seaplane squadrons on the East Coast will soon swap their familiar P5M Marlin flying boats for P2V Neptunes, a land-based patrol plane.

Patrol Squadron 44 (VP-44), which was commissioned at Naval Air Station Norfolk, in 1951, will be the first of the two to begin the transition. There were several seaplane squadrons that answered to the name VP-44.

The first squadron designated VP-44 was born on 1 Jul 1939, when Patrol Squadron 20 was redesignated VP-44. The squadron operated from Sitka, Alaska, with PBY Catalinas, twin-engined patrol seaplanes.

Just before World War II, a second VP-44 was born and assigned the newer PBY-5 aircraft. It retained its designation until October 1944.

The Navy's third VP-44 was named in the Caribbean area in 1948. Although it operated primarily from Coco Solo, in the Canal Zone, detachments were sent to San Juan, Key West, the Galapagos Islands and Trinidad to extend the squadron's patrol capabilities. In 1950, the squadron was moved to Norfolk, and shortly thereafter,

The present squadron was commissioned on 31 Jan 1951, at Breezy Point, NAS decommissioned.

Norfolk. To accomplish their mission, the men of "44" were assigned nine PBM Mariners and were sent to Corpus Christi, Tex., to be trained.

In April 1952, the squadron received the new P5M-1 Marlins which were built primarily to combat submarines.

Some two years later the squadron

deployed to the Eastern Atlantic-Mediterranean area. The planes flew to Newfoundland, Greenland, Wales, and on to Taranto, Italy. It was the first trans-Atlantic flight for the twin-engined Marlin.

Again in 1955 VP-44 was first: The first to receive a new modification of the P5M, called the "two-boat." It had a streamlined hull, and the now-familiar T-tail. It was the latest ASW aircraft.

Late in 1960, CDR E. E. Wilson, Commanding Officer of Patrol Squadron 44, announced that the squadron had been selected to be the first P5M squadron to convert to the P2V, operating from airfields exclusively from now on.

While the transition has been keenly anticipated, the long association with seaplanes resulted in a wave of nostalgia when the squadron learned its last "boat" was to be transferred.



de-commissioning of JTTU. Officers who are attached to activities which operate both conventional and jet aircraft, such as NATC Patuxent River, frequently make the transition to jets. In general, however, a continual demand for experienced ASW aviators, the tight situation with regard to Bravo funds, and the lack of formal jet transition machinery prevent most P2V-S2F pilots from being assigned to jet squadrons.

*What are the promotion possibilities of an aviator who is specializing in one field?*

It is expected that most aviators will become proficient in a particular field. They should not specialize to the extent that their qualifications as general line officers are reduced.

The aviator is a line officer and

All-Navy Cartoon Contest  
Harry W. Sweezy, SN, USN



should treat his area of special knowledge and experience as a sub-specialty. Pure specialization over an extended period would be detrimental to his prospects.

With the implementation of the

*Franke report, how practical will it be from a career standpoint to enter air intelligence?*

The question implies that participation in the air intelligence program will exclude an officer from the graduate education recommended by the Franke report. This is not the case.

There are some courses offered by the Navy's postgraduate program which contribute directly to the field of air intelligence, and there are others of a general nature which are of benefit to all officers regardless of their sub-specialty. An officer who has attended Air Intelligence School, and spent a tour in air intelligence, retains his eligibility for postgraduate study.

As far as the career aspects of air intelligence are concerned, the field has a strong operational basis and the experience gathered in air intelligence should be of great value to any line officer.

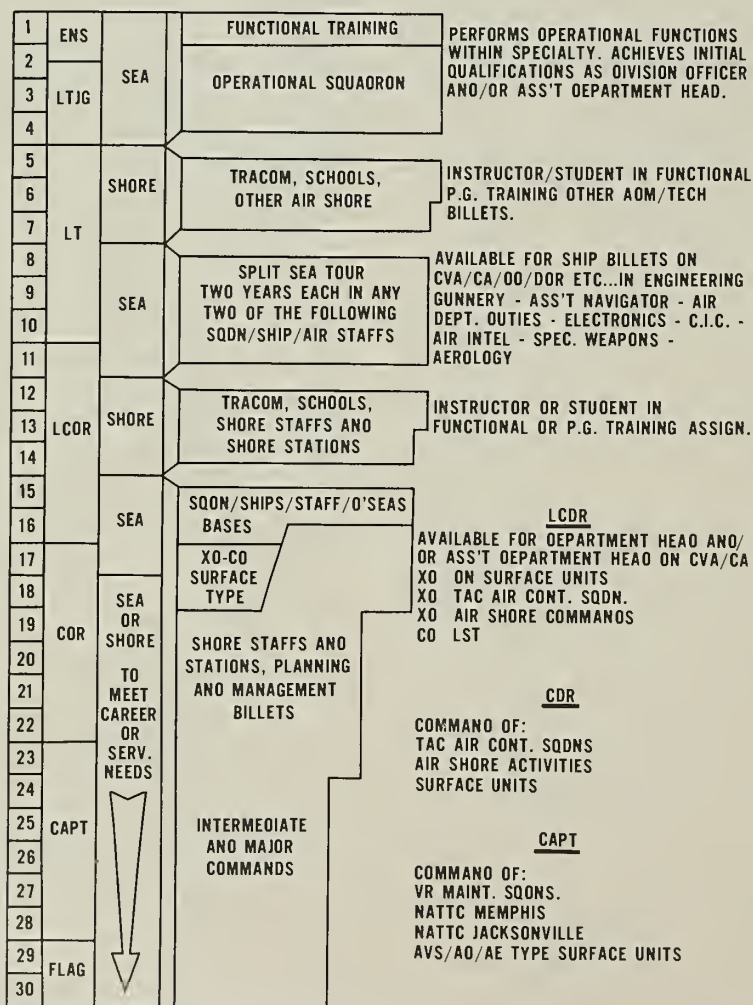
*Why aren't all Intelligence School graduates given special designators to keep them in the business?*

The need for officers with experience in intelligence fields is generated from a requirement for a certain, limited number of pure specialists, plus a need for a considerably larger number of officers who have collateral experience in the field. We might call the latter group the sub-specialists. The pure specialists remain, full time, in their work. They have their own career patterns and their own promotional pyramid. They compete with each other for professional advancement in their highly specialized field.

For the great majority of officers who may be given Intelligence School training, there is no need to designate them as intelligence specialists. They are not specialists. There are many other things that they must do, and areas in which they must gain experience, in order to maintain their own professional standing in relation to their contemporaries in the same code category. While their intelligence training will be used from time to time, it is not anticipated, and it was never planned, that it be used all the time.

The Bureau of Naval Personnel identifies graduates of intelligence schools and keeps track of them. When they are needed, they are assigned to billets requiring their services and their training. Service needs

## 1350 CAREER PATTERN





are the controlling factors of billets.

The simplest answer here is that a line officer will never spend full time in any specialty field, and if he wishes to do so, then he should try to change his designator to that of the special duty branch of which he plans to become a part.

### Chronology of Naval Aviation Told by Two Historians

Facts and figures about the history of U.S. Naval Aviation will be considerably easier to find from now on. Two historians, one in BuWEPs and the other in DCNO (Air), have compiled a one-volume chronology of U.S. Naval Aviation History.

The loose-leaf type book contains some 1500 entries and follows Naval Aviation from its birth in 1911 up to the present. Entries have been grouped into eight sections: The Beginning, 1910-16; Test of Strength, 1917-19; The Twenties, 1920-29; The Thirties, 1930-39; World War II, 1940-45; Post-War Years, 1946-49; Korean Operations, 1950-53; and The New Navy, 1954-60.

Some 286 photographs, many of them unique, fill 65 of the 250 pages in the book.

In addition to the chronology there are six appendixes. They are: The First Naval Aviators (lists the first 250 naval aviators by name and number); Aviation Commands, (listed in order of their establishment); Aviation Ships (lists all aircraft carriers built to date); Aircraft on Hand (grouped by year through 1956); Combat Aircraft Procured (1918 through 1960); and Helicopters Procured.

An aid to speech writers or to others who want information about a specific day of the year is also incorporated in a separate section of the book. The "Index by Day" lists almost every day of the year and refers to a page in the book where information about a historical event in Naval Aviation which happened on that day may be found.

The book, written by Lee Pearson and A. O. Van Wyen, is a Bureau of Naval Weapons Publication (NavWeps-OO-80P-1) and is now being distributed throughout the Navy. Additional copies may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C.

### List of New Movies and TV Series Available to Ships and Overseas Stations

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases. Two one-hour TV shows are packaged together for a 108-minute program, but may be shown aboard ship only. They are not to be exhibited at shore stations. The movies and TV programs listed below were made available in April.

Movies in color are designed by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

#### Motion Pictures

*Butterfield 8* (1699) (C) (WS): Drama; Elizabeth Taylor, Lawrence Harvey.

*Flaming Star* (1700) (C) (WS): Western; Elvis Presley, Delores Del Rio.

*Esther and the King* (1701) (C)

(WS): Drama; Joan Collins, Richard Egan.

*The World of Suzie Wong* (1702) (C): Drama; William Holden, Nancy Kwan.

*Can Can* (1703) (C) (WS): Musical; Frank Sinatra, Shirley MacLaine.

*Desert Attack* (1704): Melodrama; John Mills, Peter Arne.

*Ten Who Dared* (1705) (C): Melodrama; Brian Keith, John Beal.

*Journey to the Lost City* (1706) (C): Melodrama; Debra Paget, Paul Christian.

*Where the Boys Are* (1707) (C) (WS): Comedy; George Hamilton, Jim Hutton.

*White Warrior* (1708) (C) (WS): Melodrama; Steve Reeves, Georgia Mall.

*The Three Worlds of Gulliver* (1709) (C): Fantasy; Jo Morrow, June Thorburn.

*Man in a Cocked Hat* (1710): Comedy; Terry Thomas, Peter Sellers.

*Gold of the Seven Saints* (1711)

## WAY BACK WHEN

### Seabees, WW I Style

For the Seabees—or Naval Construction Battalions, if you wish—5 Mar 1942 is now considered as the birth date. It was on that day that the Construction Battalions, which had been formed, were authorized to call themselves Seabees, and to wear the Seabee shoulder patch.

But nearly 25 years earlier the Seabees had a predecessor in the Navy.

Back in 1917, soon after America's entry into World War I, an outfit was formed at the Naval Training Station, Great Lakes, Ill., that came to be known as "The 12th Regiment (Public Works)." It was set up when it became impossible to meet the station's public work demands with the existing work force.

They were a busy group, building mess halls, a barracks, bleachers, utilities systems and, even roads. They repaired buildings and water and heating installations.

At peak strength the regiment numbered 6000 men. Though the greater part of the regimental members performed their duties at the Great Lakes station, a number of them served in France. Some built airfields and radio towers. Others helped assemble and operate the 14-inch guns of the famed naval railway batteries (see ALL HANDS, July 1959, p. 46).

The idea of setting up this pre-Seabee outfit originated with CDR W. A. Allen

(CEC), USN, public works officer at Great Lakes at the time. At the close of the war the regiment was disbanded—but the idea stayed on. As CDR Allen later stated, the results showed the advantage of "... having a large part of the construction work of the Navy carried on by the enlisted force in time of war (especially) in isolated localities or on a foreign shore."

CDR Allen, who died in 1938, had his name honored in the Navy's well-known Camp Allen. Located at Norfolk, Va., it was the first of six Seabee training camps used by the Seabees during World War II.



(WS): Melodrama; Clint Walker, Roger Moore.

*A Fever in the Blood* (1712): Drama; Efrem Zimbalist Jr., Angie Dickenson.

*Cinderfella* (1713) (C): Comedy; Jerry Lewis, Ed Wynn.

*Next to No Time* (1714) (C): Comedy; Kenneth More, Betsy Drake.

## Television Programs

5072 TV-1 (Series) *Wagon Train* — Western; (Episode) The Major Adams Story—Part I.

TV-2 (Series) *Wagon Train* — Western; (Episode) The Major Adams Story—Part II.

5073 TV-1 (Series) *Wagon Train* — Western; (Episode) The Dora Gray Story.

TV-2 (Series) *Riverboat* — Post-Civil War Drama; (Episode) Wichita Arrows.

5074 TV-1 (Series) *Untouchables* — Underworld Drama; (Episode) Unhired Assassin—Part I.

TV-2 (Series) *Untouchables* — Underworld Drama; (Episode) Unhired Assassin—Part II.

5075 TV-1 (Series) *Overland Trail* — Western; (Episode) West of Boston.

TV-2 (Series) *Cimarron City* — Western; (Episode) Blind is the Killer.

5076 TV-1 (Series) *Wagon Train* — Western; (Episode) Cliff Grundy Story.

TV-2 (Series) *Overland Trail* — Western; (Episode) The High Bridge.

5077 TV-1 (Series) *Wagon Train* — Western; (Episode) Sacramento Story.

TV-2 (Series) *Overland Trail* — Western; (Episode) Mission Into Mexico.

5078 TV-1 (Series) *Wagon Train* — Western; (Episode) Liam Fits Morgan Story.

TV-2 (Series) *Cimarron City* — Western; (Episode) Runaway Train.

5079 TV-1 (Series) *Wagon Train* — Western; (Episode) Rutledge Monroe Story.

TV-2 (Series) *Cimarron City* — Western; (Episode) Twelve Guns.

5080 TV-1 (Series) *Wagon Train* — Western; (Episode) Old Man Charvanaugh Story.

TV-2 (Series) *Overland Trail* — Western; (Episode) Fire in the Hole.

5081 TV-1 (Series) *Wagon Train* — Western; (Episode) The Sister Rita Story.

TV-2 (Series) *Overland Trail* — Western; (Episode) The Baron Comes Back.

## All-Navy Cartoon Contest LT Billups E. Lodge, USN



"So darn many satellites, you can't see the stars."

5082 TV-1 (Series) *Wagon Train* — Western; (Episode) The Annie Griffith Story.

TV-2 (Series) *Cimarron City* — Western; (Episode) Blood Line.

5083 TV-1 (Series) *Wagon Train* — Western; (Episode) The Vivian Carter Story.

TV-2 (Series) *Cimarron City* — Western; (Episode) Kid on a Calico Horse.

5084 TV-1 (Series) *Wagon Train* — Western; (Episode) Juan Ortega Story.

TV-2 (Series) *Overland Trail* — Western; (Episode) Most Dangerous Gentleman.

5085 TV-1 (Series) *Wagon Train* — Western; (Episode) Flint McCollough Story.

TV-2 (Series) *Overland Trail* — Western; (Episode) Escort Detail.

5086 TV-1 (Series) *Wagon Train* — Western; (Episode) Sarah Drum-

## All-Navy Cartoon Contest Stanley J. Rudge, ADJ2, USN



mond Story.

TV-2 (Series) *Cimarron City* — Western; (Episode) Legacy of Ossie Harper.

5087 TV-1 (Series) *Wagon Train* — Western; (Episode) Bijie Wilcox Story.

TV-2 (Series) *Cimarron City* — Western; (Episode) Terror Town.

## Second 'Special' Dividend Will Be Issued Holders of Government Insurance

If you're one of the 4,800,000 holders of a National Service Life Insurance (NSLI) policy, or the 260,000 holders of a U. S. Government Life Insurance (USGLI) policy, you'll be getting a welcome, and unlooked for "bonus" in the mails any day now.

The Veterans Administration began distribution of the \$230,000,000 "special" G. I. insurance dividend, announced recently. Processing of the payments is expected to be completed by Labor Day.

Of the \$230,000,000 total dividend, approximately \$193,000,000 will be paid on NSLI policies, and about \$37,000,000 will go to USGLI policyholders. It will not be necessary for you to make application to the VA for your check. Individual payments are computed and processed by the VA, and will be paid automatically.

The current dividend is the second paid by the VA since January of this year. The first was the regular 1961 dividend, amounting to \$258,500,000, which was paid at an accelerated rate this year by order of the President. Processing of regular dividend payments — which would normally not have been finished until December 1961 — was completed last March 17.

A tip-off that a "bonus" dividend might be forthcoming this year came early last February, when the Chief Executive announced his speed-up order for payment of the regular 1961 dividend. At that time the President remarked: "If sound insurance practices justify it, as I hope further study will show, an additional dividend will be paid this year from the substantial funds that have been accumulated."

VA officials recommended payment of the special dividend after consultation with their Actuarial Advisory Committee, composed of actuarial experts from some of the



largest insurance companies in the nation, and studies by some of their own insurance specialists. Those studies indicated that such a dividend could be paid in consonance with sound insurance practices, and without jeopardy to the G. I. insurance fund.

Both the regular and the now-being-distributed "special" dividends are primarily a refund to veteran-policyholders of a part of their premium payments. These refunds are made possible principally because the death rate among policyholders continues to be much lower than the rates upon which the premiums were established by law.

The VA emphasizes that veterans can help speed receipt of their special dividend checks by not making inquiries in advance. Answering such inquiries only diverts personnel time from the dividend project, and could create a delay in payments.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

This listing covers the directives from 30 March to press time.

### Alnavs

No. 11—Directed that certain In-Flight Food Packets be destroyed.

No. 12—Directed that documents which contain naval nuclear propulsion information be placed in a category that will not be subject to automatic declassification action.

No. 13—Directed that certain Hydrographic Office charts and publications be placed in a category that will not be subject to automatic declassification action.

### BuPers Instructions

No. 1321.4—Publishes information about a revised system for prepar-

ing officers' orders issued by the Chief of Naval Personnel.

No. 1430.12C—Contains new instructions for the administration of the Proficiency Pay Program. It includes basic policy, methods of determining eligibility, information regarding means of qualification and requalification, and conditions under which proficiency pay may be revoked.

No. 1500.39B—Announces that a revised edition of the *Catalog of U.S. Naval Training Activities and Courses* has been issued, and provides instruction for the use of the newer catalog.

No. 1750.5B—Outlines instructions which govern the issuance of the Uniformed Services Identification and Privilege Card, DD Form 1173.

No. 2340.1A—Contains an authorized list of abbreviations for phrases, sentences, or groups of sentences that may be used in naval messages which relate to transfer and assignment of naval personnel.

### BuPers Notices

No. 7312 (30 Mar 1961)—Issued instructions for the classification of costs of permanent change of station movements of naval personnel.

No. 1221 (31 Mar 1961)—Directed command attention to the necessity for correct NEC identification of personnel and billets, and provided instructions for specific coding actions when Change Four to the *Manual of Navy Enlisted Classifications* (NavPers 15105B) is received.

No. 5320 (3 Apr 1961)—Established billet requirements for the ratings of Engineering Aid (EA) and Illustrator Draftsman (DM).

No. 1430 (5 Apr 1961)—Listed the names of men who may be advanced to chief petty officer, acting appointment.

No. 1520 (19 Apr 1961)—Invited applications from Supply Corps officers to attend the Freight Transportation and Traffic Management Course at Oakland, Calif., in calendar year 1962.

No. 1741 (20 Apr 1961)—Restated the provisions of OpNav Inst. 3710.15C which governs the flight requirements of Category IV naval aviators. It also discussed the possible consequences which could arise if aviators in this category cancel the extra risk premium in their policies.

How does a Navy pilot get to his destination without the benefit of the guides that the earthbound traveler uses? Much of the work is done before he takes off. Let's follow the preparations of a pilot who has just landed Navy flight 1234 at NAS Norfolk and is preparing to proceed to NAS Jacksonville as soon as possible.

The pilot goes to the flight planning room to complete his flight plan. A quick check of the wall chart gives him a total mileage. He checks the Notices to Airmen and finds all navigational aids at Jacksonville and along his route are operating.

He determines, from the Flight Information Publications, which radio frequencies he will need and the airway structure he will fly, and studies the approach he will make.

He finds that he does not have all the charts he needs, so he takes a



moment to draw them from the chart room.

After checking the weather, the pilot takes his flight plan to Flight Clearance where the operations duty officer reviews and approves it. From here, air controlmen pass the proposed flight plan to Norfolk Air Route Traffic Control Center to get the pilot clearance to fly in instrument weather, enter the information on the status board and relay the flight plan to the tower.

From now until shortly after takeoff, the tower is in control.

After takeoff the pilot follows his flight plan. If he were to encounter any difficulty in the air, an air controller would coordinate with the 5th Coast Guard District Search and Rescue Coordination Center and aid the pilot by steering him to the nearest airport.

There are a host of people available to assist the pilot in the preparations for his flight and during his flight. Some of them he contacts personally and others he may never see. For instance, tower and clearance personnel are available to aid him in formulating his flight plan, meteorologists tell him what weather to expect while he is in the air, and the air traffic controllers keep in touch with the pilot while en route.

These people and others, plus the pilot's own preparations, get him to his destination.

# LETTERS TO THE EDITOR

## Navy Flying Clubs

SIR: My squadron is planning to establish a Navy Flying Club in accordance with the provisions of Opnav Inst. 1747.1. We have unofficial information that Navy trainer aircraft—T-34Bs—can be made available to such clubs, but have been unable to find the specific authority or procedure for requesting one.

Any help you could furnish us in this regard would be vastly appreciated.—H.M.L., YNCS, USN.

• BuWeps has a limited number of T-34Bs which are available for assignment to Navy/Marine Corps Flying Clubs on a loan basis.

If your club has been established correctly in all respects in accordance with Opnav Inst. 1710.2 (formerly Opnav Inst. 1747.1), you should address your request for one to the Chief, Bureau of Naval Weapons.—Ed.

## Educational Waiver for MSC

SIR: In the December issue of ALL HANDS Magazine, p. 53, you indicated that the educational requirements for the Medical Service Corps (2305) Reserve commission, were not mandatory.

I have read BuPers Inst. 1120.15C, and it says that no waivers will be granted and that all requirements must be met before submitting application to the Chief of Naval Personnel. Is there a separate instruction that has this added bit of information?—F.W., HMI, USN.

• Yes. The additional information can be found in BuPers Inst. 1120.29A, which states, "Commanding Officers are authorized to forward for consideration applications from candidates who, ex-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

cept for the educational standard, have met all the eligibility requirements for appointment, have demonstrated outstanding qualifications for officer status, are high school graduates or have the service-accepted equivalent, and have a minimum GCT score of 63."—Ed.

## Question on Retirement

SIR: I have a question about retirement. I first received a commission as ensign in November 1945. I reverted to my permanent enlisted grade of E-7 in July 1946. I served on continuous active duty, and was re-commissioned ensign in August 1955. I completed a full 20 years' active duty on 4 Mar 1961.

If I go off active duty now, would I have to revert to my permanent enlisted grade, E-7; go into the Fleet Reserve for 10 years on E-7's retainer pay, then be advanced to the retired roll at my highest grade? Would I then draw retired pay commensurate with my present rank?

Or, would I be eligible now for retirement, after 20 years' continuous service, as lieutenant?—S.D.C., LT, USN.

• You may request reversion to your permanent enlisted status and transfer to the Fleet Reserve.

Under Title 10, U. S. Code, Section 6323, an officer may request retirement after completing more than 20 years of active service—of which at least 10 years were as a commissioned officer.

Since you have not completed 10 years' active commissioned service, you are not yet eligible to request retirement.—Ed.

## Trying for LDO

SIR: I seem to recall reading somewhere that a man can apply for the LDO(T) program only twice.

Although this limitation isn't listed in current directives, I keep thinking I've seen it. Would appreciate the straight scoop.—G.N., PNI, USN.

• At present there's no limit to the number of times you can apply for a commission as a Limited Duty Officer, if you are eligible in all other respects.

You apparently had LDO mixed up

with the Integration (Seaman to Admiral) program. Integration candidates who have twice been considered by a selection board are not eligible to make further application.

See BuPers Inst. 1120.18G for the latest word on both programs.—Ed.

## Question on Reenlistment Bonus

SIR: In your December issue I was pleased to read in The Word section that the Comptroller General recently ruled that a one year extension rates a bonus.

In checking with the personnel office, I was informed that the two-year rule still applies. I then quoted a passage from your piece which stated "If you have already served one or more one-year extensions, you may now request a bonus for those which you have served."

I extended for one year, from August 1956 to August 1957, and then reenlisted.

Am I eligible for a bonus for this extension?—J.C., PH1, USN.

• You apparently misinterpreted the article. When applied to the rest of the story, the passage you quote means you would be entitled to a bonus for a one-year extension only if you enter into a second one-year extension, in which case you'd be paid a two-year bonus.—Ed.

## Naval Intelligence Clerks

SIR: Several yeomen have been discussing the YN-2505 (Naval Intelligence Clerk) NEC and would like clarification of several points. When can a man who has this code expect to receive orders to a YN-2505 billet? Are applications for this code still desired? Can PNs apply for the code? Are any schools involved? Are the rotation tour dates of YN-2505s the same as those of other YNs?—C.R.N., YN2, USN.

## Equipment Operators School

SIR: I understand that it's possible to get instruction in asphalt paving at one of the Navy's schools. If any Navy school teaches this subject, what is the school and how may I apply for it?—J.R.M., EON2, USN.

• Training in asphalt paving is incorporated in the Equipment Operators Class B School. The school's eligibility requirements are listed in the "Catalog of U.S. Naval Training Activities and Courses" (NavPers 91769-D). If you desire to apply, you should indicate that fact on your rotation data card—or apply in accordance with Art. 12.8 of the "Enlisted Transfer Manual."—Ed.

## Banner, Benner or Boner?

SIR: Either Saipanese fishermen are making a habit of being rescued by ships of the Seventh Fleet, or you made a mistake in the March 1961 issue of ALL HANDS.

You said *uss Benner* (DDR 807) rescued two Saipanese fishermen who had been afloat in a 16-foot boat for two days. Actually, it was *uss Banner* (AKL 25) which made that rescue—R.C., FN, USN.

• We don't like to pass the buck, but this time we're clean. The information about the rescue, including the identification of the ship, came to us in a press release from the Seventh Fleet.

Since we didn't give you proper credit in March, we would like to now. Good show.—Ed.



• As of 1 Apr 1961, YN-2505 billets and personnel are BuPers controlled. Normally, personnel now designated, and who are not filling YN-2505 billets, can expect to complete their current tour prior to assignment to a YN-2505 billet. There may be some exceptions to meet urgent requirements or to shift YN-2505s into appropriate billets within the same area. Since there are not enough yeomen designated to meet requirements, applications from YNs eligible in accordance with OpNavInst 1221.1A are still very much desired. However, enough PNs have been designated to meet foreseeable needs, and applications from PNs are no longer desired. YN-2505s may be ordered to a school in connection with orders to a specific billet. Otherwise, training will be "on-the-job" and requests for schools are not desired. Personnel are encouraged to apply for Officer Correspondence Courses in Naval Intelligence. In general, rotation tour dates for YN-2505s are the same as those for other YNs in the same area.—Ed.



**WINNING SMILE** — Brenda Crovo, Miss Naval Aviation, dons jumper and white hat during tour of the attack carrier USS Wasp (CVA 18).

### Salute While Manning the Rails

SIR: In the past the President has visited this area and, as might be expected, some questions on honors and ceremonies have arisen. One of these questions has us stumped.

Briefly, the situation was as follows. The route which the presidential party followed lay close aboard many of the ships in the harbor. The end of the route was at the pier, where some ships were moored. The rails were manned by each of these ships, the officers and chiefs located in ranks with their own divisions.

On some ships, upon the President's approach, only the COs and OODs (having taken station on their own ships' bridges) saluted—while the officers and men at the rail remained at attention.

On other ships, all hands, including, of course, the officers and men manning the rail, saluted upon the President's approach and passage close aboard.

Which is the proper procedure?

—T.W.E., LTJG, USN.

• You ask a tough question. It would seem, from a study of various publications, that the proper procedure is for those who man the rails not to salute if it is considered that the men are in ranks.

In matters of salutes, the general practice is that officers and men in formation or in ranks do not salute, but stand at attention. The saluting, when appropriate, is done by those ahead of—or at the head of—the formation or ranks. Two exceptions to this rule are (1) side boys when rendering honors during the arrival and departure of an official visitor and (2) personnel of a division upon the arrival of the inspecting officer for personnel inspections.

is unfeasible and impracticable for a young man of 21 or less to enter into a 16-year contract.

I believe anyone who is old enough to join the Navy and complete a four-year hitch should be mature enough to know what he wants to do for the next 16 years.

I am married and my wife loves Navy life as much as I do. What kind of girl gets married without knowing what kind of life she wants to lead anyhow?—G. R. A., PN3, USN.

• At present, the Bureau does not contemplate implementing the 20-year plan to which you refer. The objections to the proposal remain the same as stated in the November issue of ALL HANDS.

If, in the future, plans are formulated for such a program, careful study will be given to administrative difficulties in order to work out a system equitable and worthwhile to those wishing to take advantage of it.—Ed.

### Passed But Not Rated

SIR: In the February edition of ALL HANDS you said that all E-4s who passed the August 1960 examination for EM2 were advanced.

Either you made a mistake or the Exam Center did, because I passed the examination but was not advanced.

What's the story?—I.L.B., EM3, USN.

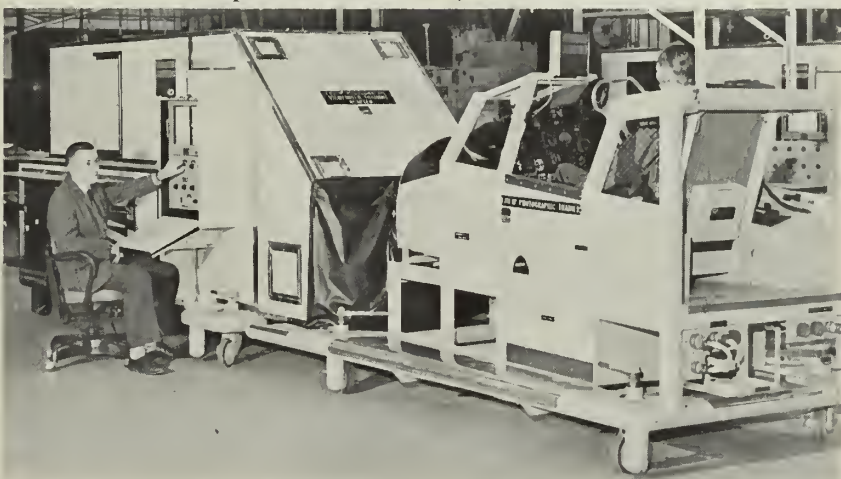
• We took our information from BuPers Notice 1430 of 21 Dec 1960, which was wrong. Actually there were 321 EM3s besides yourself who passed the exam but were not rated.

If there are any IC3s, FT3s, BT3s or AG3s aboard your station, you might tell them there was also a mistake in the BuPers Notice in the listing for their rating. Of those who took the examination for advancement, 116 IC3s passed but were not advanced, 104 FT3s passed the test and were not advanced, 138 BT3s passed the test and were not advanced and 88 men passed the exam for AG2 but were not advanced.—Ed.

### One Long Hitch

SIR: I read CAPT McGrath's letter in the November 1960 issue (page 28) and think he has a great idea. I have decided to be a career man in the Navy and the captain's idea is just the type of opportunity I have been waiting for to make me feel apart from our "one-hitch" sailors.

Aside from a number of administrative difficulties which I believe would arise from the plan, I disagree with BuPers officials who speculated that it



**A NEW CONCEPT** in mobile photographic trainers is incorporated in F8U-1P flight simulators designed to check out photo pilots and maintenance men.





EXPERIMENTAL air-conditioned suit maintains about 80-degree inside temperature in extreme heat and cold tests.

### Gold Hashmark Clubs

SIR: While thumbing through an old (June 1960) copy of ALL HANDS I came across an article which has raised several questions. You reported that *uss Bon Homme Richard* (CVA 31) has formed a Gold Hashmark Club, membership in which entitles the wearer of gold to special privileges.

Are there any official instructions concerning such clubs, or is the formation of one up to the individual command? If so, why couldn't the policy extend to other commands in the form of an official publication, so that all deserving men who rate gold service stripes can benefit?—H.R.K., DK2, USN.

• *The Navy has not issued instructions for commands to provide special privileges to men entitled to wear gold service stripes and rating badges, although individual commands are free to institute such programs if desired.*

*(Only men who have served for at least 12 consecutive years, with good conduct as prescribed by "Navy Regulations," are eligible to wear gold service stripes and rating badges. The Bon Homme Richard policy is to issue special liberty cards to wearers of gold. These cards are retained as long as the holder is assigned to the ship. In addition, men wearing gold hashmarks and rating badges aren't required to show either their liberty card, ID card or property pass when leaving or boarding the ship.)*

Bon Homme Richard's Gold Hashmark Club is considered sound, and compatible with the basic Navy policy of allowing commands the necessary free rein in the solution of individual

problems which arise in the area of morale and discipline.

*If you are interested in seeing such a system of privileges instituted aboard your ship, you could easily forward a recommendation to your CO through the chain of command. If he thinks the morale and discipline situation aboard would be improved, he'd probably go along with the idea.—ED.*

### First Reenlistment Bonus

SIR: On 7 Jan 1946, I enlisted in the Navy for two years. On 7 Oct 1947, I reenlisted for another two years—and was discharged on 7 Oct 1949. On 18 Feb 1958, I came back into the Navy for a four-year enlistment.

I have been told that I would receive a first-reenlistment bonus upon shipping over when my present enlistment expires. I have also been told that I would not receive a first-reenlistment bonus, since this would be my third reenlistment.

Can you give me a definite answer in this matter?—R.B., EM3, USN.

• *Don't worry. Your reenlistments in October 1947 and February 1958 won't count for bonus purposes. The "Navy Comptroller Manual," para. 044075-1a provides that only reenlistments entered into on or after 1 Oct 1949 will be used in determining the number of the reenlistment for which the bonus is payable.*

Your reenlistment in October 1947 occurred too early to count, and your reenlistment in February 1958 occurred more than 90 days after your last date of discharge.

Your next reenlistment in the regular

Navy, if entered into within 90 days of discharge from your current enlistment, will be your first reenlistment for bonus computation purposes.—ED.

### Question on Contingency Option

SIR: Recently I was asked to complete a NavPers 591 (Rev. 6/54), "Election of Options Under the Uniformed Services Contingency Option Act of 1953." When I read the last paragraph on the form, I became confused.

It states in part: "I understand that during any period subsequent to my transfer to Fleet Reserve or retirement in which I am not receiving retired or retainer pay, I shall be required to deposit with the United States Treasury the amount that would have been withheld from my retired pay under the Options elected had I been receiving such retired pay. . . ."

I believe this clause is also giving many other retiring Navymen concern. Would you explain it to me?—L.J.V., YNT2, USNR.

• *Before we attempt to explain this paragraph, we want to make sure you understand the annuity plan itself.*

When you choose to participate in this plan, you agree to accept a reduced amount of retirement or retainer pay to insure your dependents an income should you die after you leave active service. (As you know, if you die in retirement or while drawing retainer pay, your pay stops. Your dependents do not automatically continue to draw it.)

For example, say you participate in the plan and want to guarantee your



wife an income of \$80 a month for life should you die. Your retirement/retainer pay is reduced by \$15 a month (from \$175 to \$160), which goes into the plan.

Now, if you return to active duty, your retirement pay is temporarily stopped and you begin to draw active-duty pay. With no retirement pay, there is no money going into the annuity plan.

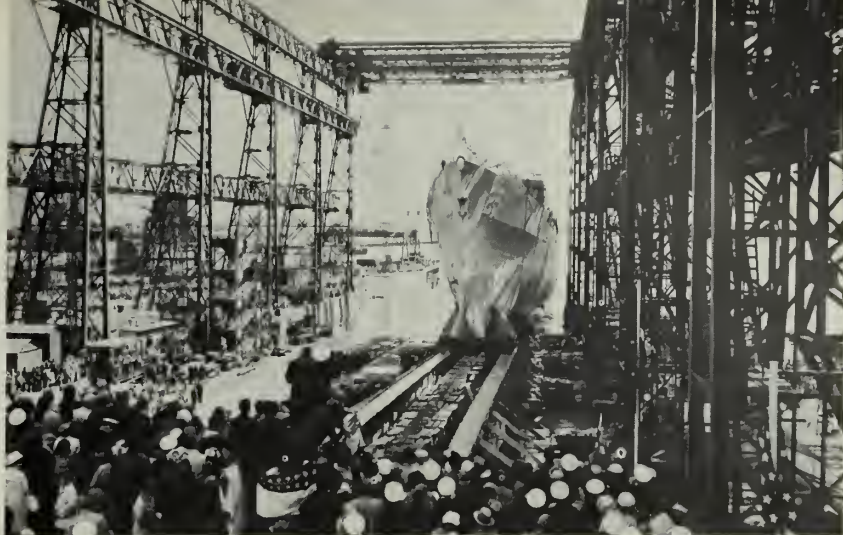
Here's where that last paragraph comes in. So you can keep the annuity plan in effect and continue your dependents' protection when you return to a retired-with-pay status, you must send the amount your retired pay was reduced (in our example, \$15 a month) to the U.S. Navy Finance Center, Cleveland 14, Ohio.—Ed.

### Question on Seavey Transfer

SIR: I have been wondering why men who have completed a normal tour of overseas shore duty sometimes receive sea duty orders instead of orders to shore duty in the states. Isn't overseas shore considered sea duty for rotation purposes?

I have seen men transferred from overseas shore to sea because they were not in the Seavey segment. Then they report to sea duty and find shore duty orders waiting for them. If a man is eligible for shore duty, why is he sent to sea? Surely not just because he is not in that segment!

Shouldn't he fall into the segment a



**BACKSLIDE**—Crowd watches Navy's first nuclear-powered guided missile frigate, USS Bainbridge DLG(N) 25, enter water during launching ceremonies.

year sooner? Take for example a man transferred to shore duty in the Philippines from BuPers CONUS shore duty in October 1959. He is married and has his dependents with him for a normal 24-month tour from his sea duty commencement date. His rotation tour date would be October 1961, his segment is number 1. When should his Seavey card be submitted? October 1961 or October 1960? Where should he be rotated to if eligible in all respects for CONUS shore?

Most YNs and PNs I have talked with say his Seavey card would not arrive

until October 1961, and normally the man already has orders to sea because he's already completed his 24-month tour.

I think Seavey cards should be sent out a year before transfer date so that those men out of their segment would be picked up on the active Seavey and could be transferred ashore rather than to sea and then ashore.—E.L.R., PN1, USN.

• *Overseas shore duty is considered sea duty for rotation purposes. However, you apparently misunderstand the meaning of "segment," which is a group of ratings to be rotated during a 12-month period. The October rotation date has no bearing on the eligibility of the man in your example for shore duty in the Continental U.S., nor does his completion of an overseas shore duty tour in itself make him eligible.*

*Normally, he would be assigned to CONUS shore duty only if his Sea Duty Commencement Date (SDCD) is on or before that required by Seavey. It wasn't, so your example went to sea.*

*"Eligible in all respects," puts a man in a segment. If you have not qualified for a Seavey segment by virtue of having an SD CD on or before the announced date, then you will not be in a segment and will not be eligible for CONUS shore duty.*

*If you are reported in a Seavey segment, you can usually expect orders to shore duty sometime within the order period (12 months) of the segment year. For example, Segment 1-61 announced the SD CDs for the order period of February 1961 to January 1962. All men ordered during this period will have been transferred ashore by May 1962, as there is a four-month lag between order and transfer.*

*We suggest that you look up the correct functions, purposes and requirements of Seavey in Chapter III of the "Enlisted Transfer Manual" (NavPers 15909A for more information).—Ed.*

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four months in advance.

• *uss Colorado (BB 45)*—A reunion is scheduled in Denver, Colo., on 24, 25 and 26 August. For more details, write to Budd Bratton, Chief Deputy Sheriff, Morrow County Sheriff Dept., Mt. Gil-ead, Ohio.

• *uss Elmore (APA 42)*—A reunion will be held on 29 July in Wilmington, Del. You may obtain more information from Harvey P. Parry, Jr., 1431 Wedgewood Rd., Oak Hill, Wilmington 5, Del.

• *uss Enterprise (CV 6)*—All former shipmates are invited to a reunion which will be held at the Sheraton Park Hotel, Washington, D.C., on 27, 28 and 29 July. For details, write to Joseph Deigh, 3750 Jason Ave., Alexandria, Va.

• *uss Nevada (BB 36)*—The eighth annual reunion is scheduled for 28 October at the Lafayette Hotel, Long Beach, Calif. For more information,

write to Frank Slavin, 214 Termino Ave., Long Beach, Calif.

• *uss Quincy (CA 71)*—A reunion will be held in Providence, R.I., on 11 and 12 August. Write to John J. Nero, 12 Old Oak Ave., Cranston 9, R.I.

• *Pearl Harbor Veterans*—A reunion is scheduled for 7 December in Phoenix, Ariz. For details, write to "Operation Get Together," VFW Post 7754, Fairport Harbor, Ohio.

• *43rd Seabees*—The annual reunion will be held at the Henry Grady Hotel, Atlanta, Ga., on 12 August. For further details, write to I. K. Williams, Seneea, S.C.

• *64th Seabees*—A reunion is scheduled for Hot Springs, Ark., on 11, 12 and 13 August. For information, write to R. L. Ellis, Route 11, Box 461, Pine Bluff, Ark.

• *uss Chanticleer (ASR 7)*—A reunion is planned for those who served in *Chanticleer* during World War II. Write to LCDR Paul C. Cottrell, USN (Ret.), 3706 Walnut Ave., Long Beach 7, Calif.

• *Pre-Flight Class 23-56*, Pensacola, Fla.—Any member who is interested in holding a reunion in Pensacola this June may write to Anthony E. Whiston, 23 Bienville Ave., Mobile 18, Ala.

### June is Busting Out All Over

SIR: A letter to the editor on page 38 of your April issue begins:

"I am at present stationed in Florida. I plan to transfer to the retired list on 31 Jun 1961."

I would like to know how retiring LCDR C. F. C. is going to do it on 31 Jun 1961. Remember—"30 days hath September, April, June and November. All the rest have 31, save February which has 28. And leap year brings it 29."—CDR D. T. Galvin, USNR.

• *We are amazed that something like this slipped through our research department, which is just full of people who never forget an adage. To prove it, we asked these experts to recite a few of the many old saws from their vast store of knowledge*

*and, before you could say Jack Robertson, they reeled off these examples of their remarkable ability:*

*"Never use a preposition to end a sentence with."*

*"I before E, except after C, or when sounded like A as in neighbor or weigh."*

*"How do you spell MISSISSIPPI? Why, M-I-crooked letter-crooked letter-I-crooked letter-crooked letter-crooked letter-I-humpback-humpback-I-MISSISSIPPI."*

*"Build a better mousetrap and the world will beat a door to your path."*

*"Spoil the rod and spare the child."*

*And to think you had the nerve to imply we didn't remember a simple thing like that old business about "30 days hath October..."—ED.*

### Billets for EMCS

SIR: I am interested in learning how many EMCS billets there are in the Navy.—A.W.J., EMCS, USN.

• *Including billets both ashore and afloat, there are 130 billets for senior chief electrician's mates. Billets at sea are in AO, AE and AD types, some DDs, some submarines, and on some staffs.*

*There are 44 shore billets as follows: (a) instructors at service schools, (b) zone supervisors in recruiting stations, and (c) general administration supervisors where leadership qualities of high degree are required.—ED.*

### PWC at Your Service

SIR: Your special report on Norfolk and the Fifth Naval District (ALL HANDS, April 1961) was very informative, and, with one exception, rather complete. You failed to mention the U. S. Navy Public Works Center, which provides complete support for nearly

all the activities you covered in the story.

The Norfolk PWC was commissioned on 15 Jun 1948, and on 1 Jan 1961 assumed the mission of providing public works service for all activities in the Sewells Point area of the Norfolk Naval Base.

To give you an idea of what this encompasses, each year in the utility field alone we provide 2434 million pounds of steam and 130 million kilowatt-hours of electricity, pump 1831 million gallons of water, dispose of 1160 million gallons of sewage, and, more prosaically, cart off and dispose of some 300,000 truck loads of trash, garbage and refuse.

We also provide complete maintenance for the 2600 buildings of 37 different commands, 10 piers and other berthing facilities, 74 miles of roads and 53 miles of railroad trackage. In addition, we manage and maintain 1726 units of Navy quarters.

To accomplish this, we employ 13 officers and 1950 civilians, 1700 pieces

of automotive equipment, and 800 pieces of construction and weight handling equipment.

The people associated with PWC Norfolk are very proud of their organization. Many of them who have had the opportunity to read your story are disappointed at this omission from an otherwise comprehensive report.—P. E. Seuffer, CAPT, CEC, USN.

• *Thanks for filling us in. We agree that Public Works Centers are important. Unfortunately, their unheralded services are often taken for granted.—ED.*

### Arrivals and Departures

SIR: The writer of the letter on "Arrivals and Departures" in ALL HANDS (Feb 1961, p. 29) is not correct in his reference to Marine Corps officers.

Announcing "Brigade Commander, Arriving" or "Regimental Commander, Departing" would be comparable to announcing "Cruiser Division, Arriving" or "Destroyer, Departing."

The individual Marine Corps officer should be identified by the command he holds. That is, "1st Marine Brigade, Arriving," or "5th Marines, Departing." In the case of commands not in the Fleet Marine Force, the procedure is the same. For example, "Marine Barracks Brooklyn, Arriving."—C.E.M., 1st LT, USMC.

• *Sorry to have to disagree with your statement. The words mentioned are quoted directly and correctly from the official publication that covers this subject: DNC-27 ("U.S. Naval Flags and Pennants, Descriptions, Uses and Customs"). The existing instructions in DNC-27 for announcing arrivals and departures of Marine Corps officers have been in effect for nine years.*

*The section of the Office of the Chief of Naval Operations that is responsible for DNC-27 has advised us that there is no record of any official comment from the Marine Corps on the subject.—ED.*

### Fuel Rigging Record?

SIR: The refueling gang aboard USS Massey (DD 778) recently cut in half the record rig time for taking on fuel from USS Severn (AO 61).

Massey bested the previous record time of 4.7 minutes—recorded by USS Willis A. Lee (DL 4)—by 2.4 minutes. We scored a rig time of 2.3 minutes both fore and aft. (The time it takes to rig begins when the hose messenger is in hand and lasts until fuel is received in the trunk.)

Severn believes this to be a new record for Cimarron class oilers. Is it?—R.S., USN.

• *Possibly. ALL HANDS researchers haven't turned up a better time. Until we hear from an even speedier fuel rigging crew, we'll go along with the Sixth Fleet's Massey-Severn combination as being the fastest.—ED.*



ON THE JOB—Former WW II-type cruiser, USS Topeka (CLG 8), has completed her first year with the Seventh Fleet since converted to a guided missile ship.



### Shelton's Last Fight

SIR: I served aboard *uss Shelton* (DE 407) in 1944. I would like to know whether or not *Shelton* earned any battle stars during the Halmahera and Morotai operations.—W.R.J., BTC, USN.

• *uss Shelton* (DE 407) earned one battle star for operations on 15 Sep 1944 in the Morotai landings.

It was soon after that date—on 3 October 1944—that *Shelton* was to meet disaster.

On that day she was in company of a unit operating off Morotai. The sea was running and visibility was excellent.

A torpedo was sighted at 1500 yards and *Shelton* evaded it only to have another hit her starboard screw.

Much of *Shelton's* main deck was blasted upward at a 45 degree angle. Several compartments were flooded despite immediate damage control action. Handy-billy pumps were brought to use but oil which had seeped into the compartments clogged the pumps.

*Shelton* was taken in tow by *uss Lang* (DD 399) while *uss Richard M. Rowell* (DE 403) undertook the transfer of the wounded in small whale-boats.

Later, orders were given for all hands to abandon ship. Rowell again braved the heavy seas and came alongside to rescue 210 survivors and the ship's cat. Shortly after, *Shelton* sank.—Ed.

### Eagles and Aerographer's Mates

SIR: I recently came across an AG1 rating badge which was manufactured in 1939. It is now a subject of disagreement among the old salts of three activities.

The head of the eagle on the badge is facing left, while on another AG1 badge, manufactured in 1944, the eagle faces right, as it does today.



WHERE ELSE?—Calvin Lockard, EN3, (left) of UDT 11, takes time out while digging underwater trench for cables at Kwajalein, to re-enlist for six years.

Some men say that before 1942 all crows faced away from the wearer, while others argue that crows have always faced the wearer, and that, therefore, AG was a right-arm rate before 1942.

Still other men insist that AG used to be a part of the QM right-arm rating, but, at the same time, was still considered an aviation rate. Are any of us correct?—E.P.C., SK2, USN.

• We hate to shoot down all your friends' conclusions, but nevertheless, it appears that none of you have a case.

Aerographer's mates have always worn their rating badges on the left sleeve. AG has never been a part of the QM rate.

The 1939 badge to which you refer

was regulation at the time it was issued, simply because the eagles on all rating badges issued before 1941 faced to the left. The eagles on some badges, therefore, faced the wearer, while others did not, depending on whether the Navyman held a right- or left-arm rate.

Then, in 1941, the direction in which the eagle head faced was changed on all naval insignia.

The *Heraldic Services Branch* of the Army Quartermaster says on this subject: "The basic requirement in heraldry is that the heads of animals and birds will face to dexter (right). When the eagle is used as a portion of the sleeve insignia of . . . petty officers, the eagle should look to the front (of the wearer); to the enemy, to the advance."—Ed.

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# SECNAV REPORT

*Three months after taking office, Secretary of the Navy John B. Connally addressed an audience of Navy and Marine Corps officers in Washington, D. C. In an era vitally important to the nation, an era which has seen changing conditions in the Navy, Secretary Connally called for the best in brain power and dedication to*



SecNav J. B. Connally

*maintain and improve the standards of the sea service as a member of the armed forces team. A former naval officer who saw active duty in World War II, he outlined policies and asked many questions. The answers to a lot of these questions will be forthcoming in the future from the officers and enlisted men of the Navy — from you. Here is SecNav's report:*

**L**ET ME SAY FIRST that it is a great privilege to meet with you. I have looked forward to this occasion as I have no other since I became Secretary of the Navy.

Today I am taking a very unusual step. It is a step to which I have given thoughtful consideration. To my knowledge no previous Secretary of the Navy has called a meeting such as this. In so arranging to talk directly to our Navy and Marine Corps officers of all ranks, let me assure you that my purpose is not to undermine military discipline and the chain of command, but to strengthen them.

And let me make absolutely sure you understand thoroughly that I do not intend my remarks today to disparage any individual. I would be more than foolish if I attempted to impose military judgments on those who have spent their lives preparing to make such judgments.

It is my purpose to talk to you today in your capacities as officers of the Navy and Marine Corps of the future. It is you who will lead the services in the future, you who must contribute ideas to the future Navy and Marine Corps and you who must largely decide what kind of a Navy and Marine Corps we will have.

Why else have I called you here today?

Unfortunately, I will never have the pleasure of knowing well all of you here today. Even so, I will never have the opportunity of meeting the vast majority of the officers and men of the Fleet and of our Marine Corps Field Activities.

It does not seem right to so conduct the affairs of my office that I present myself and my views to you solely through written memoranda and orders. I feel it is my duty to talk with you and through you to all officers and men of the Navy and Marine Corps.

There are many things on my mind that I want to convey to you. And in so conveying my thoughts I know that I will be helped in the sense of a man who, in seeking a way to meet heavy responsibility, finds strength in seeking the counsel and help of those around him.

Let me discuss with you this morning some of my

thoughts regarding our responsibilities and some of the means we might use better to meet the increasing demands being placed upon us.

**C**ONCEPT OF DUTIES — I am deeply conscious of my duties and obligations as Secretary of the Navy and I approach them with humility.

I approach these duties also with personal warmth. Having been privileged to serve as a Naval officer for four and a half years during World War II, I do not feel as a stranger among you.

Since assuming these duties, the readiness of the Navy and Marine Corps of 1961 to cope with almost any conceivable circumstance has impressed me deeply. I have been impressed, also, with the tremendously complex character of our whole defense establishment.

The three months' study I have made of the threat our country faces and the means we have of coping with that threat does not qualify me as a military expert. I hope and believe that my immediate position can best be labelled as that of an unbiased person, well enough informed to make judgments, and sufficiently objective not to reject new concepts and ideas.

And I realize, that as Secretary of the Navy I must fight for and be loyal to the officers and men of the Navy and Marine Corps. It is my view that the flow of loyalty *down* through the ranks is the prime requisite of loyalty *up* through the ranks.

I must have your help and with it I intend to make whatever constructive improvements are possible, without particular regard to past customs or outmoded usage.

**C**HANGE — As has been said before, there is nothing constant except change.

However secure and confident we may be in the Navy and Marine Corps capabilities and essentiality, we need not resist change simply because it is change. (Let me hasten to add we *should* resist change when it is simply for the sake of change.) When wisdom dictates change, we must anticipate it; seek it; plan it; guide it; urge it; use it to increase our capabilities. The Navy has always responded to challenge; the challenge of change is unending.

The Navy has been here a long time — from ships of sail through ironclads and side-wheelers to ships propelled by nuclear power. However, let us beware of trying to identify completely all aspects of the Navy of the future with the Navy of the past. Let us not permit our thinking to so set in mental concrete that we cannot move forward. Do not forget that a *Polaris* submarine was but a dream five years ago.

If you believe, as do I, that our Navy and Marine Corps are bound to benefit from changes, then we are in harmony and we are in position to make a major contribution to the Navy and Marine Corps I visualize.

It is a high privilege to be able to have a hand in molding this force for freedom.

Ideas and initiative are vital. Ideas cause the forward movement we want in the Navy and Marine Corps. I call upon each of you to exercise your initiative, to move your ideas out into the open with boldness and courage. They are important.



**RE-EXAMINATION** — This morning, I call not for radical departure from time-tested traditions and procedures — but a vigorous soul-searching. This is a procedure that is normal, healthy, and, in these days, essential.

We must ever re-examine.

During each day that passes we must stand back and objectively view our own efforts, our work, our programs, and our plans.

We must ever remain receptive to ideas and suggestions that will help us carry out our responsibilities with the utmost effectiveness.

We must ever test our own objectivity.

We must reach for the stars, but with our feet on the ground.

If I can do nothing more than stimulate your imagination and initiative, this day will be a success.

The judgment that is required is both delicate and bold. It is a judgment that takes a foothold in the past, but steps forward surely to the future. And above all, it is a judgment that avoids prejudice — prejudice in all of its hundreds of manifestations.

The hour is late and the threat is total. We must all assume our obligation to insure peace in the world and we must work for its finest fulfillment for your children and mine — and for free people, or those who seek freedom, everywhere.

No one man has the total professional wisdom to judge precisely our course and speed. But each of us can help through our own personal, total dedication — by a new and bold examination of Navy-Marine Corps problems against total national defense problems.

**FUTURE OF NAVY AND MARINE CORPS** — I would not so strongly stress the need for re-examination if I were not absolutely convinced of the need our country has for a strong and versatile Navy and Marine Corps.

The Navy and Marine Corps have glorious pasts. I know that they have glowing futures. There is no doubt

in my mind whatsoever that the Navy and the Marine Corps have increasing — not decreasing — roles in national defense.

**IMPORTANCE OF SEA POWER** — I see no substitute for sea power — one generation — or a dozen from now. Civilization has invariably followed the sea routes since the dawn of recorded time.

The earliest recorded example of this eternal link between the affairs of mankind and the oceans comes down to us from Crete, the forerunner of the Greek-Aegean civilization. Crete was the first classic maritime power. History does not give us the reasons for it, but some great naval disaster, which deprived the Cretans of control of the sea, resulted in their downfall.

Since time began, it has been the sea, as much as the land, which made neighbors. This relationship is particularly true here in our own hemisphere. It is the ocean routes, which truly join the North and South American continents. This phenomenon is also true in the Old World, where the Mediterranean links countries otherwise separated by land masses.

In short, because water bodies are often used for defense, they are often thought of only as barriers instead of connectors. History has proven that the proper use and control of the seaways, simultaneously as barriers and connectors, is invariably the mark of a young and growing civilization.

Conversely, the lack of this faculty has caused disintegration or stagnation throughout history. The Persian Empire never recovered from the loss of the naval battle of Salamis in 480 B.C. The decades known as the "Golden Age of Athens" began to decline only after the disastrous naval expedition to Sicily in 415 B.C., and a decisive naval defeat in 405 B.C. Medieval and modern history hold many other such examples.

The point is, America today is a maritime nation, dependent upon the seas for existence and protection. Maritime power, applied at the right time, in the right

'NO SUBSTITUTE for sea power—one generation—or a dozen from now,' SecNavs says to Navymen and Marines.





NUCLEAR power has been accepted as 'normal' for subs.

place, and with the right amount of force is vital — just as it always has been since time began. We ignore this lesson of history at our own peril.

I firmly believe the importance of Sea Power is increasing with each passing year. Possibly even more significant, I believe Americans are becoming more aware of this fact and recent events bear out this conviction. It is evident that there is a growing awareness that situations such as Lebanon, Laos, and Taiwan Straits may increase in the future instead of lessen.

This awareness is reflected in President Kennedy's amendments to the 1962 budget. In that connection, many of you certainly deserve much credit for having shown that our Navy and Marine Corps have the ability and the versatility to meet our changing national defense needs.

**E**LEMENTS OF FUTURE NAVY AND MARINE CORPS — Though there are bound to be changes in the fundamental balance and structure of our forces, I do not see any major missions of the Navy or Marine Corps that are not vital to the nation.

The future of the manned aircraft is excellent. In limited war we will still need to depend upon a pilot's eyesight and judgment to find targets, to evaluate them, and to assess damage done to them. The advent of *Polaris* does not dim this need.

The *Polaris* system will contribute substantially to providing a deterrent-retaliatory force, but will not replace any other naval weapon — either manned aircraft or attack type submarines. We need them all.

If any one current development could be called significant, it is the realization that our most probable call to battle will be that resulting from the nibbling, tantalizing tactics of potential enemies to test our will in brush fire or limited war situations. And here — as we have for years — the Navy-Marine Corps air-sea-ground teams excel. They will be needed badly, and new ideas and concepts for amphibious assault will find a fertile field.

And last, but not least, surface ships will be with us — the cruiser to carry the bulky, high-powered, heavy air defense radars and missiles, and the destroyers to do everything.

A moment's reflection should assure you that there is a future in every major field.

**P**ERSONAL CHALLENGE — People are the key to our success.

As Secretary of the Navy, I believe it my duty to say

to you as the leaders of our Navy and Marine Corps that you are first, dedicated Americans.

Second, that you are dedicated officers of the United States in whom the President of the United States has placed special trust and confidence in the protection of our nation.

Third, you are — and you must be — Navy and Marine Corps professionals. You must be the world's best.

I view you not as line officers or submariners or aviators, infantrymen, artillerymen or specialists, but as members of the Navy-Marine Corps team charged with a multitude of missions and the responsibility for carrying them out.

You must bring dedication, imagination, stamina, and enthusiasm to your work every day.

In return, I will say to the responsible leaders in government and to the people of this country that you are trained and dedicated to the protection of peace throughout the world.

I will say this in such a way that there will be a realization of the contributions your services have made in the past and that you as individuals are making today.

I will tell them that you are devoting your lives to the preservation of our homes and to the future of our children and this nation.

**S**ERVICE — Each of you had your personal reasons for joining the Service. Uppermost among those reasons must have been patriotism or you probably would not have joined, no matter what the other reasons were. In addition, you knew that you were entering a life of service to your country, and that there would be many times when your devotion to duty would be tested. You knew that there would be sacrifice. And so must it be.

Realizing this, may I assure all of you that your best interests are foremost in my mind and I hope you will be able to see this interest reflected by my actions.

**O**FFICER CORPS — We must maintain an officer corps that remains dedicated, honest, honorable, and respected.

The fitness report system is time-tested and adequate. I urge you to set high standards of honor, integrity, and achievement and to be ruthless and positive in reporting on the fitness of anyone who does not meet these standards. I would remind you that when you do not report poor performance on the part of a subordinate, you are downgrading the entire officer corps and yourself.

**R**ESPONSIBILITY AS SPOKESMEN — Do not forget that you are an officer twenty-four hours a day. The authority of special trust and confidence with which the President of the United States commissioned you cannot be put aside for purposes of convenience or personal expediency.

With or without your uniform, despite any official disclaimer and regardless of the enticement of anonymity, you are in matters of defense and national policy a Navy or Marine Corps spokesman. As such, you inherit a responsibility which I hope none of you wish to avoid. With reference to your fulfillment of this responsibility, I ask your help and cooperation.

The Navy's top civilian and military leaders cannot effectively fight for the kind of Navy we all want if they must be forever explaining away or defending some counter-policy utterance made by a well-intentioned but



misguided and, in the end, irresponsible officer who hides his actions behind anonymity.

I have a simple rule of thumb by which I hope you will all govern your actions: Recognize and accept your own responsibility by insisting upon being quoted by name, rank, and billet. Your responsibility will then be fulfilled much the same as when signing the log for your watch. In short, if you are not willing to be quoted by name, you should not be speaking.

**LEADERSHIP** — This brings me to General Order Number 21 on Naval Leadership. This General Order was not intended as a panacea for leadership deficiencies. It must be used as a guide — as a constant reminder that we must concern ourselves every moment of every day with leadership.

No one could possibly set down in writing all of those many facets of individual judgment and character that go into the make-up of a good leader. Leadership is not something that you can compute by modern scientific methods. It is something that you and I must feel — must be aware of and must practice — sometimes without any guidance whatsoever.

In your own areas of responsibility, I charge you with providing careful guidance and firm leadership for your portion of our Navy.

**NEED FOR INFORMED NAVY AND MARINE CORPS** — Our men must be uppermost in our minds. But we are responsible for more than just physical well-being; we are responsible for keeping our men informed of our country's goals, history, and heritage, in addition to our naval operations, tasks, and missions.

Some weeks ago, we started distribution of films of the President's press conferences. This was done so that all of our officers and men aboard ships could also see and hear what the President of the United States had to say, his statements, his reactions to questions, his philosophy, and his attitudes.

We cannot expect our men and women to be motivated without a basic knowledge of the need of the contribution they are making. They must be informed to the point of realization that their service is not the traditional peace time service. We are obligated in these days of cold war to let them know the depth and breadth of the contribution they are making to our country and the peace of the world.

I want our men to know this: I want us to have, as we must, the best informed Navy in history.

**RECOGNITION** — In the cold war, the junior officer or petty officer who gives his job more than is required, and in the process makes an important and lasting contribution, is entitled to recognition more tangible and less private than that made possible by use of the fitness report.

- In order to stimulate and encourage the pursuit of excellence and improvement in the less glamorous fields of operations, administration and management, I intend to establish an award system for recognizing junior officers, lieutenant commanders and majors and below, who excel or make major contributions.

- Additionally, I will institute some new form of recognition of outstanding leadership examples among petty officers and non-commissioned officers at the ship and company level.

**SPECIALIZATION** — The increasing complexity of our Navy requires increasing specialization. We must look into the possibility of slowing down the rotation in order to guard against transferring our officers and men at about the time they become really proficient in a particular job. We cannot afford rotation merely for the sake of career pattern.

In today's Navy the demands of the various tasks are so different and so taxing that no one officer or man can hope to become even moderately proficient in all. The requirements of operations at sea, of international relations, of logistics, and other aspects of the Navy Department's mission are equally demanding and require the same attention to continuity of assignment.

In naval career planning the needs of the Navy must come first and the contribution of an officer or enlisted man to the fulfillment of the Navy's mission must be given greatest weight in considering his recognition and promotion.

**PERFORMANCE** — Several questions occur to me in connection with the foregoing.

Could we not make changes in our selection and detailing systems to permit earlier determination of an officer's ability to command, possibly at the level of commander or very junior captain, and thereafter be able to use officers in billets of great importance for longer periods of time?

In an age of technology, should we not place more emphasis on engineering duty officers? Should we not take steps to increase even further the vitality of this group — particularly in the junior ranks? And should we not have greater communication between the line officers and the technical officers? Should there not be more line officers in the Bureaus and more technical officers in the offices that deal with requirements and planning?

Why can we not set up a system which will clearly fix responsibility for design, procurement and production within our Bureaus and keep personnel in specific programs long enough for them to achieve credit or bear the blame for their work and decisions?

You can be sure that there will be included in the instructions that I give to Selection Boards the criteria that officers should be selected and promoted based not on their ability to keep their finger on their number,

**INCREASING complexity requires specialized ability.**



but on the past and present demonstration of the initiative and courage to make their greatest contribution to their service and country consistent with their respective abilities.

**COMPETENCE** — Never have our needs for competent men been greater.

Let us have men with the vision to say, "This item, this system offers an inadequate return for its cost and for the efforts we must put into it. It is neither urgent nor obvious."

Let us have men who know the wisdom of savings — savings of men, dollars and materials — so that we can build and man more ships and aircraft — so that we can improve the quantity, the utility and the quality of our weapons to better preserve freedom. I say to all of you — the officer or enlisted man who by his own industry and while making positive contributions saves enough money to pay his own salary has truly served his country well.

Let us have men with the judgment to say of our forces and our tools: "This is their true potential. This is their potential for keeping the peace, and failing peace, this is their potential for winning wars."

If there were time, if there were money, if there were anything less than a total threat we could condone a few people doing somewhat less than their best. We could condone a few people preoccupied with the hatching of the nest egg of retirement. That we cannot condone these things is now beyond our own choosing.

**OFFICER TRAINING** — In our officer training of these times:

Should there not be more emphasis on international affairs and national motivations, including the actions and reactions of nations to the ebb and flow of world events?

Should not every one of our officers speak at least one foreign language?

Should not we better stress the economics of government? Do we train our officers to view our needs in the light of our over-all economy and to try to evaluate a naval requirement in terms of our nation's over-all ability to provide and sustain it?

Should we not, in the light of the rapid technological changes, provide better means for our officers to stay on top of their areas of special knowledge through inten-

sive periodic courses of short duration in our own service schools or in universities throughout the country?

**SHIPBUILDING AND MODERNIZATION** — I am particularly interested in the modernization of the Fleet, which leads directly to our shipbuilding and aircraft procurement programs. It is obvious that we cannot go on hoping that someone is going to wave a magic fiscal wand to modernize our aging Fleet.

If we continue to build ships that last 20 years at the rate of 20 or so a year as we have been in the past, we can see the day when we will have a Navy of half the number of ships we have now. This must not be. We must find ways to build ships more cheaply, while at the same time expressing our needs more clearly.

Perhaps the answer lies in less sophisticated ships — or more ships of exactly similar design. I am not at all convinced we have to hand tailor every ship that comes off of the ways. We cannot hope to embody in each ship and aircraft all of the improvements that our technical laboratories can dream up. If we did so, a ship would never go to sea, because our technical progress is never-ending.

Too many of our modern ships have cost too much, have been late in delivery, and are severely restricted in performing their missions because of the premature incorporation of hoped-for advances in technology and frequent changes made to their specifications.

In that connection we must not become subservient to commercial vendors, no matter how well intentioned, who give us proposals for things that fit neither our needs nor our pocketbook.

We must be ruthless in eliminating projects of dubious value. We cannot use our active shipbuilding and aircraft purchase programs to carry long-range research and development programs. We must consider the cost of sophistication and its impact on reliability and the numbers of individual ships and aircraft we are able to buy. We must realize when we are pushing the state of the art.

We need to take a close, hard look at the fiscal and technological facts of life and figure out just what we do need — be sure we are right — and then pursue our goals with vigor and good judgment.

Our proposed 1962 shipbuilding program represents a significant increase over the post-Korea program. We must do even better, particularly over the next seven or eight years, to make a significant improvement in the existing state of over-age and obsolescence in our Fleet.

**AIRCRAFT PROCUREMENT** — In the same vein, I am interested in reversing the trend of a declining and aging inventory of aircraft by at least procuring aircraft in excess of anticipated losses. Our aircraft development plans and our aircraft shopping lists need similar searching examinations.

How much high speed and sophistication do we need? Do we need numbers of medium cost close-support aircraft or fewer multi-million dollar close support aircraft?

Here again, we need to project our plans carefully as far into the future as possible and then go all-out to stop the trend where sophistication is pricing us out of business.

**SURFACE WEAPONS** — We need to examine surface weapons in the light of our future roles and missions.

**SURFACE ships, including DDs and CAs, have big roles.**





Should we reemphasize our amphibious and limited war capabilities and the kinds of surface weapons which best support them, even at the expense of our ability to press carrier-borne air attack against strategic targets? As strategic missiles come in, does anything else go out?

What is the surface to surface weapon of the future? against other ships? and for shore bombardment?

Is it *Talos* and possibly *Terrier*? Or do we need something as long range and powerful as *Polaris*?

Or will we need five-inch and cruiser main battery guns for the foreseeable future?

How badly do we need *Typhon* as a replacement for *Talos*, *Terrier*, and *Tartar*? Can we afford it?

**ANTI-SUBMARINE WARFARE** — There is no doubt in my mind that the potential enemy submarine threat is one of the most serious we face. If not countered it could permit an enemy before many more years to be able to use the missile-carrying submarine to destroy our cities. With uncontrolled conventional and nuclear-powered submarines he could destroy any seaborne effort we might make during or after an initial attack.

It is therefore vital that we maintain control of these two variations of the submarine threat.

To do so, what greater emphasis can we place on our ASW effort? What proportion of our effort must we place on surveillance systems? What better use can we make of our present equipment? Can we find cheaper ways of obtaining the same promising results we are now getting from our newer but heavy and very expensive equipment?

All of these problems have been carefully studied by our present ASW organization from the ASW Committee on down — but sometimes fresh, young brains come up with something new, simple, and unapparent.

This is a fertile field — and one where the pay-off means much to our nation's safety.

**ADVANCED FLEET ANTI-AIR WARFARE CONCEPTS** —

Should we press ahead for the *Eagle-Missile* air superiority weapons system? If we are unsuccessful, what alternate means do we have for defending against low-flying snoopers and large-scale, low-level attack? Against guided missiles?

If we feel that this concept is vital to our future ability to control the air over our Fleet and over areas of amphibious operations, how can we best present this necessity to the Administration and to the Congress?

**NUCLEAR PROPULSION** — We have for several years come to accept nuclear propulsion in submarines as normal rather than unusual. We are well along in developing tactics to use its great advantages and to overcome its few weaknesses.

The era of nuclear propulsion in surface ships is almost here. What plans can we make to exploit its many advantages *before* rather than after we have it? If we know what we plan to do with it, perhaps we can then more wisely decide how much of our money we want to put into building more nuclear-powered surface ships.

We can, of course, put together a nuclear-powered task force built around the *Enterprise*, *Long Beach* and *Bainbridge*. But is this the best use we can make of this high-speed, virtually unlimited mobility?

A single ship — representing a substantial segment



THE ERA of surface nuclear propulsion is almost here.

of sea power — will be able to range over 750 miles a day anywhere. In the era of multiple trouble spots and limited wars, would not two nuclear-powered frigates be worth three ships that are tied to oilers and pre-occupied with fuel conservation? We need to think big and well into the future. Past experience is a good base, but it should not limit us.

**ORGANIZATION** — In your devotion to your job I have noticed that some of you sometimes lose sight of the problems and capabilities of other elements of the Navy. For this reason I feel it is important that no artificial organizational barriers exist to promote this compartmentation. Therefore, I intend to take a close look at previous Board reports and when justified, make organizational changes. For instance:

Do we need an Aircraft and Missile Characteristics Board to parallel the action of the Ships' Characteristics Board? Or should we abolish the Ships' Characteristics Board and go about both problems entirely differently?

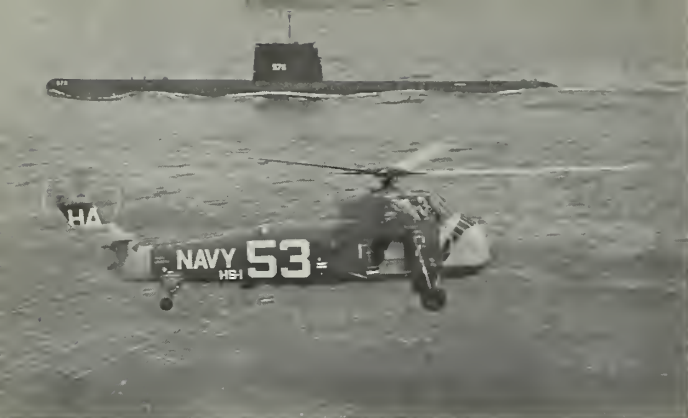
Should we put greater emphasis on test and evaluation by creating a board specifically to advise the Chief of Naval Operations and myself when a system will be ready to be placed in a ship or aircraft?

Why should not the Inspector General have authority within the Military Sea Transportation Service and within the material Bureaus?

**QUESTIONS** — During the next several months I intend to pose to the responsible officers a number of ques-

**WHAT IS the surface-to-surface weapon of the future?**





WHAT greater emphasis can we place on ASW effort?

tions. Many of these I have touched on already. In asking these questions you can be assured that my motivation is not criticism, but rather an honest desire to make sure that we do not overlook any avenue that may promise greater progress in fulfilling our missions.

These examinations — the answers to these questions — may often reveal we are doing the best we can. But in responding to these questions, if there is, through your own abilities, opened up but one more avenue for progress, I shall feel that my work has not been in vain. Likewise, if we can block off even one thing that is sapping our strength and effectiveness, we shall have done something worthwhile.

I want you to understand thoroughly that I have no preconceived answers to these questions. I also know that a previous study can undoubtedly be produced concerning any one of them. It very well may be that there are no logical answers to some of them. The answers to others may indicate major changes are in order.

**EXAMPLES OF QUESTIONS** — Here are a few more questions that have occurred to me since assuming my present duties.

In this day and age, with our tempo of vitality — necessary operations so high, are we dissipating the dedication and interest of our junior personnel by spending too much time in exercises, training higher echelons of command? — exercises at least in part necessitated by the rapid turnover of senior officers?

Would an objective evaluation show that we are spending too much on basic research and not enough money on test and evaluation and that we are inventing more than the Navy and industry can intelligently use?

**SECNAV Connally addresses Naval and Marine officers.**



Or is the case just the opposite?

Does any other area in the Navy in addition to *Polaris* lend itself to the creation of a Special Projects Office?

Our Bureau Chiefs administer complex organizations handling billions of dollars annually. What more can we do to help them in these heavy responsibilities?

Why should not senior officers involved with the design and procurement of ships and aircraft bear the same responsibility and suffer the same penalty as a ship commander who carelessly allows his ship to be damaged?

Why is our first reenlistment rate not higher? Have we explored all avenues to attract good men and to persuade them to reenlist?

Are we on the right track in our recruiting and reenlistment programs? I have here in my hand a series of pamphlets used in recruiting. These pamphlets are replete with promises of schooling, privileges and good liberty. They seem to infer that the thinking man starts to aim toward retirement before he is old enough to vote. Let me make it clear that I am in favor of every bit of schooling we can give a man. I am in favor of privileges so long as they are firmly meshed with responsibility. I am in favor of good liberty and well-earned retirement benefits. But would it not be better to offer our prospective recruit unlimited opportunity to serve his country, to compete with the best of the nation's youth for promotion in a forward-looking, fast-moving organization, opportunity to aid in protecting the security not only of our own country, but of the entire free world?

In my first months in this position I have found that when questions come to me in the form of letters, in which the writer makes suggestions for improvement or change in the Services, that the first action by the person given the responsibility of preparing a reply is usually defensive. The proposed answer tends to *justify* past action and present method rather than to inquire into the matter to see if the proposal really has any merit. How can we become more open-minded and less defensive in our actions?

Are we paying enough attention to physical fitness?

Why is the regular NROTC retention rate so low? Is our selection system wrong? How can we select better motivated candidates? Should we not lengthen obligated service to six or ten years to assure that we get career motivated people in our NROTC program?

Throughout history petty officers and non-commissioned officers have provided technical knowledge and tenure in the Navy and Marine Corps. Have we continued to recognize the value of these people and to place sufficient responsibility on them?

And now the most complex question of all — what additional and continuing steps can we take to ensure that we ever keep our shore establishment trimmed and pointed to the Fleet? How can we make sure that every man and woman who serves — military or civilian — remains forever mindful that the Naval Establishment exists purely and solely to send to sea a fighting Fleet? How can we make sure we all understand that an hour of labor or a pound of supplies wasted ashore may be the price of the seagoing bullet without which we jeopardize our freedom?

**ANSWERS** — Those are the questions, and now, how should we approach the answers?

**ALL HANDS**



In May 1941, during the battle of Crete, when England was hard pressed to rescue her troops from the enemy-invaded island, it had to be decided just how far this effort to bring off the men should be pursued. As the Army was in mortal peril and the Air could do little, the task fell upon the wearied and bomb-torn naval units. To Admiral Cunningham, Commander in Chief of the British Mediterranean Fleet, it was against *all tradition* to abandon the Army in such a crisis. Though faced with the probability of further ship damage and loss, the Admiral declared, "It takes the Navy three years to build a new ship. It will take three hundred years to build a new tradition. The evacuation will continue."

The point is this: We have already at our disposal the most important tool for meeting any challenge we may face. The traditions of our Service swept up boldly and carried aloft in the hands of Sailors and Marines of character comprise our only means of success.

By our own actions, good or bad, we determine tradition. The traditions, if any, that we leave for posterity will be governed by the character of the officers and men who comprise the Navy and the Marine Corps today.

Character is the one priceless asset. Devotion to truth, to fact, to high standards—together with the ability to accept criticism while so doing, to recognize strength and weakness in others and to be tolerant of them—these are the building blocks that make character.

And now, what is it that has made our present traditions? What part did character play in their making?

First we have the tradition of *absolute loyalty to the country*. Remember the words of Stephen Decatur who said, "My country! In her intercourse with foreign nations may she always be right, but right or wrong, my country!"

Our next great tradition is *Indomitability* and here I am reminded of David Lawrence's dying words, "Fight her till she sinks and don't give up the ship!", and far more recently, the words of Commander Howard W. Gilmore, who ordered "Take her down" and in so doing chose to ride the conning tower of his sub-

merging submarine to his death rather than expose his ship or his crew to enemy gun fire.

Then there is the tradition of *Instant Readiness*. Remember the words of then Captain J. K. Taussig—who in reporting for duty with a squadron of U. S. Destroyers at Queenstown, Ireland, in World War I, after a hard trans-Atlantic passage said, "I shall be ready when fueled." And remember too, less than three years ago, the Sixth Fleet's response to the Lebanon situation.

We have the tradition of technological superiority. We were the first with frigates, iron-clads, naval radar, naval aviation, and nuclear power.

Finally, we have the tradition of good leadership. No U. S. Navy ship has ever been in the hands of mutineers.

**C**ONCLUSION—I would like to remind you of the words of the President of the United States in his Inaugural Address:

*In the long history of the world, only a few generations have been granted the role of defending freedom in its hour of maximum danger. I do not shrink from this responsibility—I welcome it. I do not believe that any of us would exchange places with any other people or any other generation. The energy, the faith, the devotion which we bring to this endeavor will light our country and all who serve it—and the glow from that fire can truly light the world."*

Our tasks are great—our responsibilities no less exacting. Whether we are worthy to stand in the reflected light of those who preceded us we cannot now know. That judgment truly can be made only by those who follow us.

Let it at least be said of us:

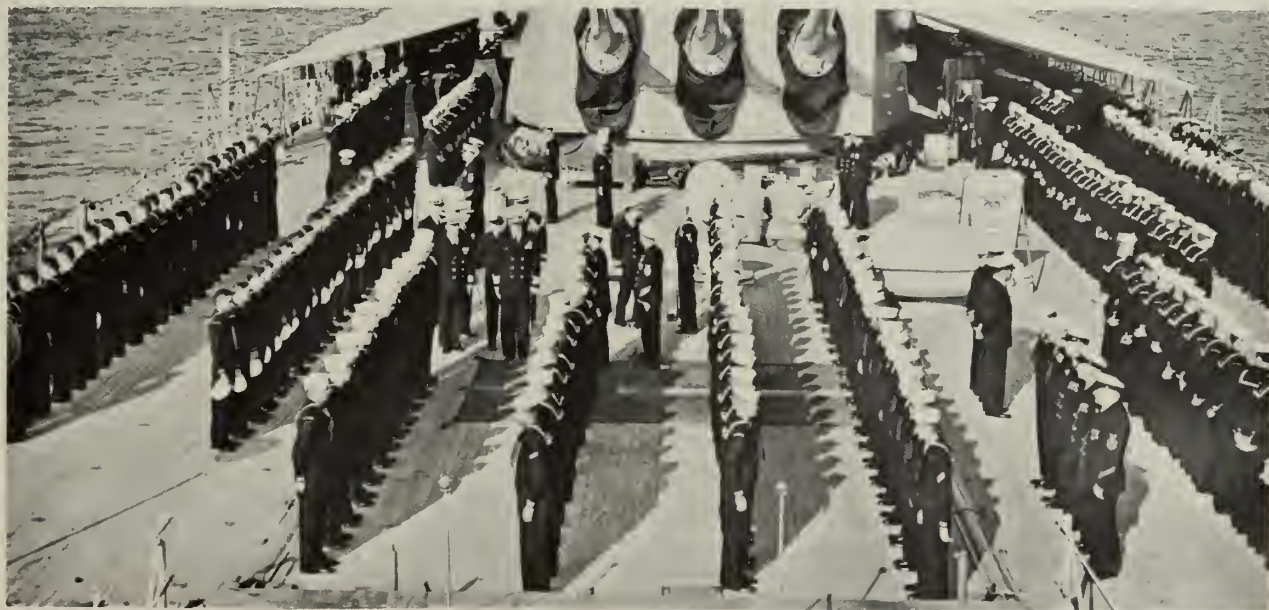
*They understood their task—*

*They accepted their responsibilities—large and small—*

*They were men and women of courage and understanding—*

*And above all, they placed Country above Service and Service above self.*

PETTY OFFICERS and non-commissioned officers are source of technical know-how in Navy and Marine Corps.



# TAFFRAIL TALK

**W**HILE RUMMAGING through old copies of **ALL HANDS** our Rummaging Editor came up with this rather strange story which appeared in the May 1947 issue.

It had to do, purportedly, with the experience of one of the pilots in a Carrier Qualification Training Unit toward the end of World War II. The facts were never authenticated.

"Seems this pilot was getting practice in catapult takeoffs," the report said, "and everything went 4.0 up to the point where he signaled the ground crew to fire the catapult.

"As planes will on a catapult takeoff, his flashed forward at an extreme acceleration, got flying speed... and stopped in midair.

"Even while the pilot was realizing that something was very unorthodox about this matter, his plane did even worse. It started going backward as fast as it had been going forward.

"According to reports, the pilot said of this moment, 'Acceleration in reverse was very fast. I repassed the catapult crew and the other planes which were standing by. My wing finally struck the fire truck, which spun me around and started me going nose first again, but still in the wrong direction. I finally rolled off the runway and stopped.'

"Investigation showed that the tail hook of the plane had dropped as the plane was launched, caught the tow cable, pulled it out far enough to cock the catapult, and then fired the catapult in the wrong direction.

"The pilot, though, is one aviator who'll never be sure."

Now—let's get the whole story. We're waiting for your letters.

★ ★ ★

Back in the roaring twenties, as everybody knows from watching TV, people were interested in practically everything except curling up with a good book. Nevertheless, the Navy recognized the importance of reading as a means of growth, and tried to do something about it.

In rummaging through the **ALL HANDS** attic, we came upon a book list put out by the Bureau of Navigation in 1924. Its preface was written by Admiral W. R. Shoemaker and contained some advice that seems even more to the point in the world of 1961 than it did when it was written.

It emphasized the value of continuous reading and study for both officers and enlisted men as a means of keeping abreast of the technical development of the Navy. However, enthusiasm for furthering your Navy career shouldn't make you intellectually lopsided. Every Navyman should give attention to the large problems of life, to international affairs and to the fundamentals known as culture, for which wide reading is the basis.

The Navy must be prepared to play, the article said, an increasing part in international affairs and relations. Every Navyman may be called to a foreign station either ashore or afloat; every naval officer is a potential commander in chief. Preparations must be made in advance. It will be impossible to catch up at the time when the need is keenly realized.

If you have a general familiarity with subjects such as history, literature, sociology, biography and international relations, you will have it made.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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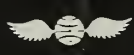
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• **AT RIGHT: MISSILE MASTERS**—An ordnance team of Fighter Squadron

VF-141 loads a Sparrow III, air-to-air guided missile, into the wing launcher of an F3H-2 Demon while on cruise aboard USS Oriskany (CVA 341).







**men of**  
**RESPONSIBILITY**

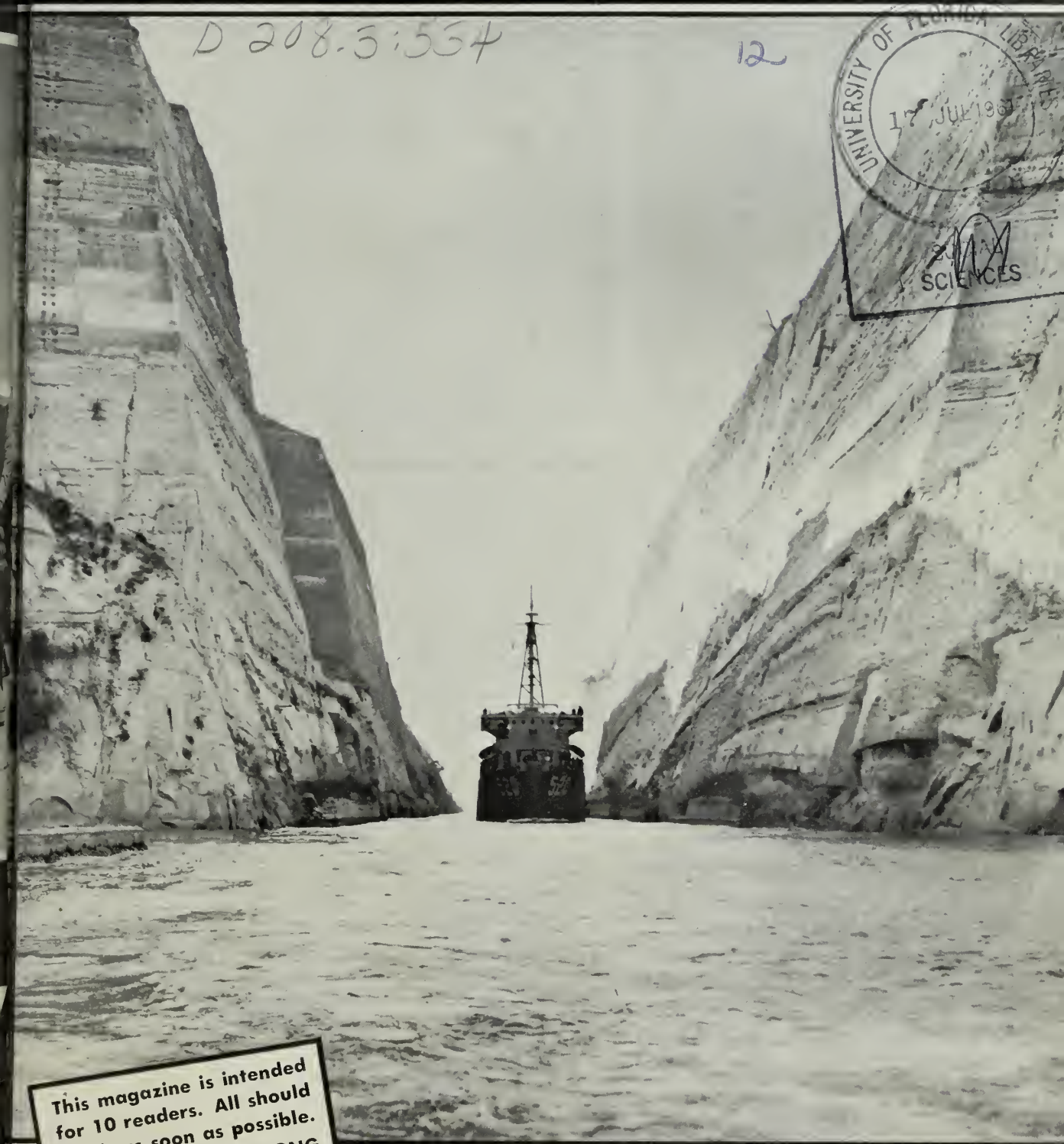
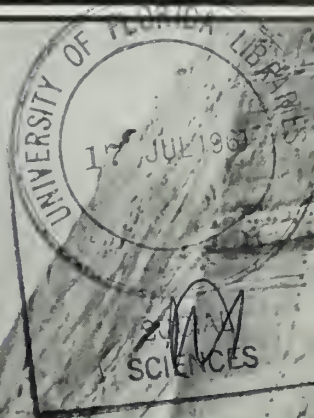


# ALL HANDS

INFORMATION BULLETIN

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for 10 readers. All should  
see it as soon as possible.  
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JULY 1961

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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1961

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NUMBER 534

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The Chief of Naval Personnel

REAR ADMIRAL A. S. HEYWARD, Jr., USN  
The Deputy Chief of Naval Personnel

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Assistant Chief for Morale Services

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• AT LEFT: GUIDED MISSILE frigates, USS Preble (DLG 15) and USS Coontz (DLG 9) rest side by side in San Diego harbor while on duty with the Pacific Fleet.

• FRONT COVER: WALL-EYED—The sheer walls of Greece's Corinth Canal tower above Sixth Fleet ocean minesweeper USS Alacrity (MSO 520) as she makes her way from the Ionian Sea to Athens with other ships of Mine Division 45.

• CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

# Planning a New Type

**G**UIDED MISSILE CRUISER... combat store ship... Fleet Ballistic Missile submarine... guided missile cruiser (nuclear). New ships appear on the scene as others fade away.

One day you may report for duty to a new type ship. There you will see an array of missile launchers, radar masts, engines, guns, under-way transfer rigs, galleys and what-not, neatly packaged together in a hull which might, in itself, be of a new design.

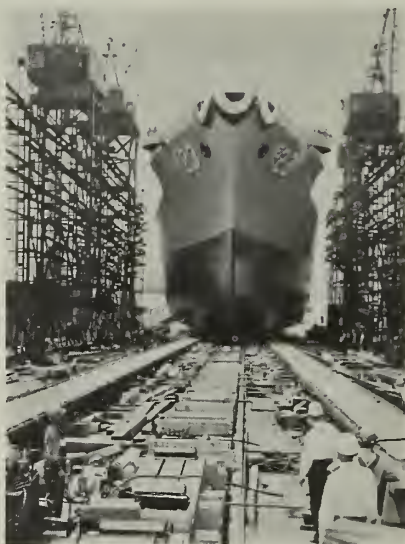
There are pattern and method behind the development of new ship types in the Navy. Development begins with one word—*need*.

The need for a new type ship—or for an extensive modification of a present type ship—almost always starts in one of three ways.

It may arise from an inadequacy in an existing ship. The present larger attack aircraft carriers, for example, evolved from the need for carriers to handle the heavier and faster jet aircraft of the late 1950s as well as 1960s and 1970s.

Again, a new ship type may arise from a recent concept in warfare, a development in tactics. The amphibious assault ship (LPH) developed from the Marine Corps' need for a ship to support its vertical-envelopment assault landings. The fast combat support ship (AOE) and the combat store ship (AFS)—both were designed for a more rapid multi-ship replenishment underway—are also of this group.

**PRELIMINARY** design plans for CAG are checked in Design Division of BuShips.



Third, a new type may arise from the need to apply technological advances in ships, aircraft, weapons, propulsion-machinery, or general ships' hardware design. Our nuclear-powered warships and guided missile warships are of this group.

**T**HE GUIDED MISSILE DESTROYER is a good example of this category. It would be theoretically possible to simply strip the guns from a standard type destroyer and put some missile launchers in their place. However, other general advances in destroyer types, sonar, radar, communications, hull form and ship propulsion have been coming along rapidly. Because of this array of changes, it has been found wiser to

develop a new type of ship (the guided missile destroyer) than merely to patch and re-rig the current type of destroyer and consider it as an improvement.

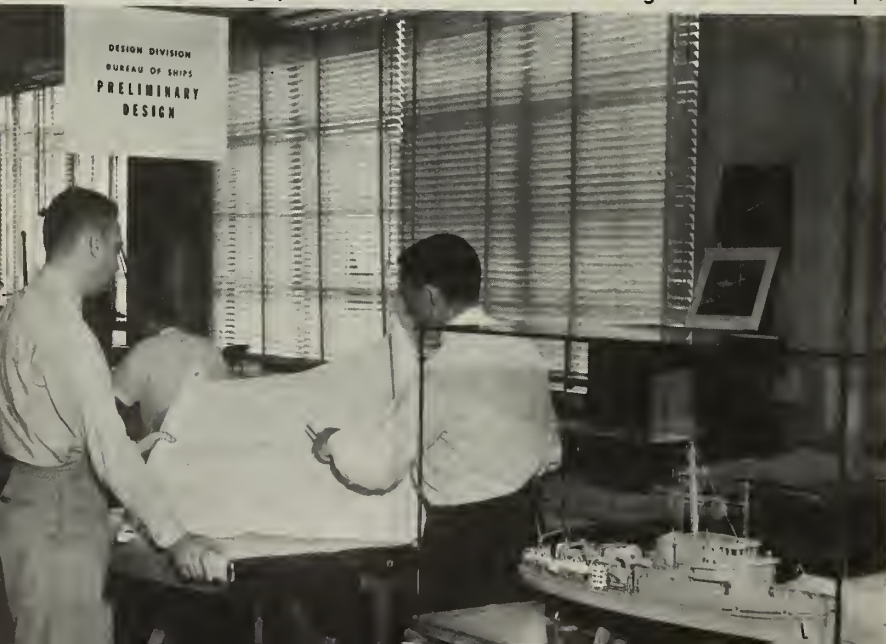
The *need*, then, is the first item in developing a new type of ship. This is usually first seen by Fleet commanders or at the Office of the Chief of Naval Operations. At its earliest stages, it is a rather general thing and can be expressed as: "The Fleet needs a ship especially designed for transferring fuel and ammunition at sea," which might well have been the need behind the development of the fast combat support ship.

Converting the need into a matter of *missions* and *tasks* is the next step. The new type ship will be developed to do a job.

The main sources of recommendations are the Fleet commanders and the Deputy Chiefs of Naval Operations. Their recommendations are channeled to the Deputy CNO for Fleet Operations and Readiness, who develops them further and submits them to CNO for approval.

When approved, and we will assume that each of the various steps gets approved along the way, the recommendations are sent to a group of senior officers of the Office of the Chief of Naval Operations (OpNav). Known as the Standing Committee for Shipbuilding and Conversion, this group develops the Shipbuilding Program for the annual budget submission and would consider including the ships either under the Current Annual List or the Five-Year Planning List of Ships. At this point, budget matters become a consideration.

**W**HEN A SHIP is included in the Standing Committee's list, the Ship Characteristics Board—and a permanent staff that supports the work of the Board—then proceeds to develop the complete characteristics of the new type ship. The characteristics will reflect the principal military features of the ship, its approximate size, speed, cruising range and armament or other main functional equipment—plus requirements in design to establish the proposed ship's distinguishing features to accomplish the mission and tasks.





# of Ship

As with many other phases of the new ship type's development, the Board's permanent staff is up to its ears in the progress of the work at this stage. Stationed at the Pentagon, each of the members of this group is an expert in his specialized field. All categories of ship types are divided among them. Electronics matters and aviation projects matters are also handled as special items by individual experts on the staff. In the main, the officers who deal with a given ship type have had recent Fleet experience with ships of the same type.

**T**HE SHIP CHARACTERISTICS BOARD is an especially high-powered one, with its members of flag officer rank. Its chairman is the head of OpNav's Ship Characteristics Division. There are five *categories* of representatives.

First is *Requirements*. There are four officers in this group, representing the following:

- Deputy CNO for Fleet Operations and Readiness. He deals with requirements for numbers and types of ships, weapons, distinguishing characteristics and with performance. The comments from the Fleet are reflected by this officer.

- Deputy CNO for Air, who deals with the aviation features of the new ship.

- Director of Naval Communications, who deals with communications matters.

- Director Long Range Planning Group, for conformance with long-range plans.

Second is *Developments*.

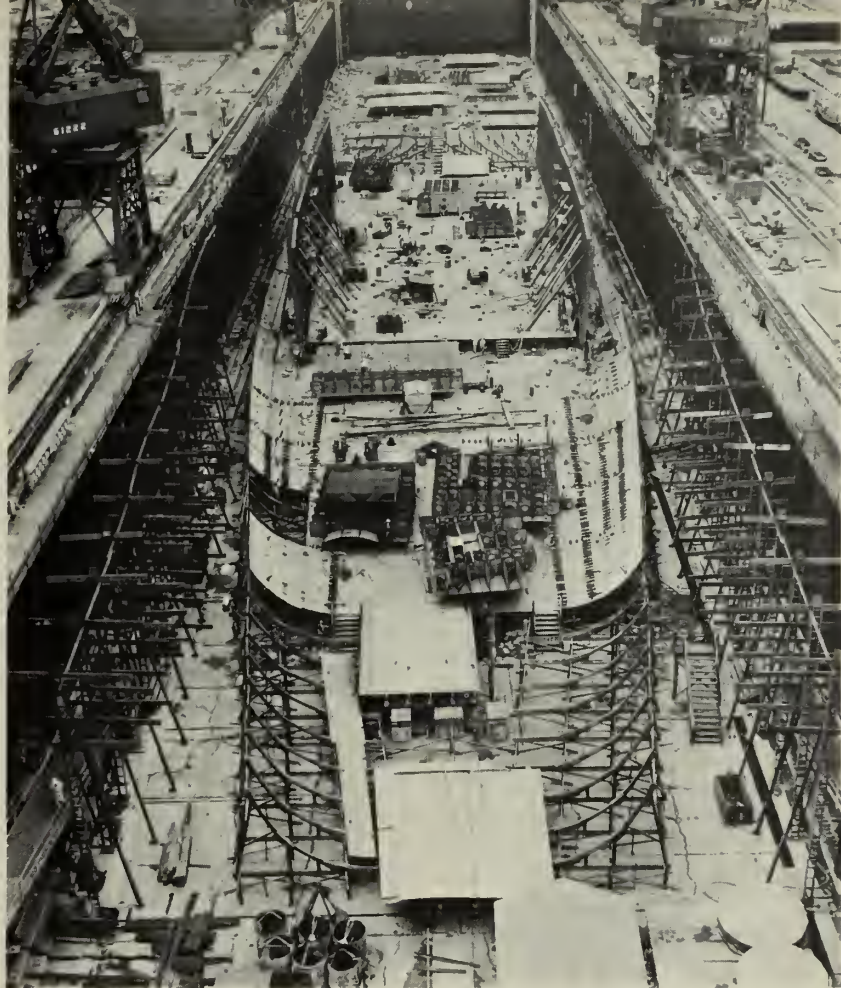
- The Deputy CNO for Developments deals with the systems and the equipment that will be available during the construction period of the ship.

Third is *Maintenance*.

- The representative here is the Director of the Ships Material Readiness Division.

Fourth is *Personnel*.

- The Chief of Naval Personnel is concerned with the number of officers and men for the proposed ship—for this determines the number of accommodations needed. He is also concerned with the ship's habitability conditions, consisting of the living, berthing and messing facilities.



**BOTTOM UP**—Work begins on A-powered carrier USS Enterprise, CVA(N) 65.

The fifth category is *Material Bureaus*.

- Representatives from the Bureau of Naval Weapons are on hand for matters dealing with weapons systems, ammunition and shipborne aviation.

- Bureau of Ships representatives deal with the construction and design of the ship itself, the size, propulsion systems, hull forms, and all facets of naval architecture. They also deal with certain "hardware" such as search radars, sonars, rigging, ground tackle and communications equipment.

The Commandant of the Marine Corps' representative is on hand for matters concerning the troops carried by amphibious ships.

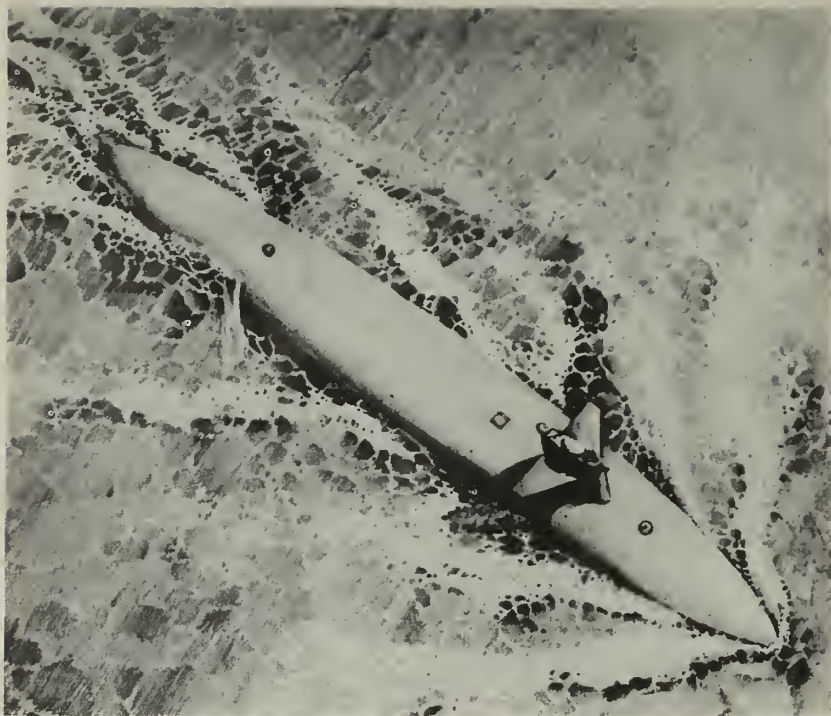
That rounds out the Board's regular membership. Associate members of the Ship Characteristics Board are senior officers from the Board of Inspection and Survey; the Bureaus of Medicine and Surgery and Supplies and Accounts and the Military Sea Transportation Service.

Senior officers from the fleet, type (or force) commands are often on hand to offer current Fleet reaction and experience.

**B**EFORE THESE ELDER STATESMEN of the Navy meet, however, numerous meetings between junior representatives will have taken place. In working-level meetings about four times a week, these officers explore the various alternate solutions from the viewpoint of effectiveness, weight, space and cost.

The Board itself meets many times during the development of a set of ship characteristics. Each member considers all features of the proposed new type ship in relation to the areas of cognizance of his own bureau or office. As a naval officer, he must also consider the ship as a completed, versatile, and dependable unit of the Fleet. In short, he has to present the views of his own office or bureau and, at the same time, work toward a solution that will result in the best possible ship. The





**HERE'S HOW**—Artist's conception shows how new nuclear sub will look after completion. Needs of the Fleet help determine new work on the ways.

members like to regard their work on the Board as an example of "the art of the possible."

All this boils down to a great deal of hard work, exploration, consideration, and difficult decisions. Members must come well prepared, which means a lot of homework.

The purpose of all this work is to produce a set of ship characteristics that, when completed, will appear as a paper of eight to 12 pages containing 15 paragraphs. The paragraphs comprehensively describe the military functions of the ship.

A quick glance at these paragraphs will give you a pretty good idea of what the Board is aiming for in the new ship in which you may serve.

The first three paragraphs deal with the ship's mission and its tasks, as furnished by the DCNO for Fleet Operations and Readiness. Paragraph four, the first written by the Board, is a brief discussion of the ship.

With paragraph five comes the first of the specific characteristics. The various characteristics are set down in approximate terms although they have been developed over an extended period of study. They are usually reasonably close to the final design since the budget estimates are based upon these terms. Paragraph

five itself includes the ship's length, beam, draft—along with key features of seaworthiness, maneuverability and damage control.

Paragraph six is called "special features," and deals with characteristics peculiar or unique to the proposed ship. The next paragraph is devoted to armament. Paragraph eight deals with communications and electronics.

Propulsion is covered in paragraph nine. Here are set down the type of power plant, the trial speed and sustained speed together with the endurance (range) at the speed indicated. Paragraph 10 discusses protection; armor; chemical, biological, radiological, and blast-effects matters.

Paragraph 11 deals with aviation features. Paragraph 12 describes the ship-control spaces—such as the pilot house, and the auxiliary ship-control spaces, combat information center, weapons direction spaces, and sonar control spaces. If the proposed ship is to be a flagship, the necessary facilities are included here.

Berthing, messing, sanitation, habitability, and living accommodations are covered in paragraph 13. The next paragraph concerns the food storage, spare parts, stores, etc.

The final paragraph, the 15th,

covers items that are essential but do not in themselves require a paragraph of their own: Number of ship's boats; underway fueling and replenishment matters; medical and dental facilities; air conditioning matters and so on.

Certain of these paragraphs deal with matters close to home. The 13th, for instance, pretty much considers the ship in its hotel-like aspects—a place where people eat, sleep and live. Accommodations for each man in the future ship's company represent a sizable portion of the ship's total cost. It runs from about \$5,000 to \$10,000 for each man on the newer ships.

**P**ROGRESS IS A GREAT THING but it raises problems. For paragraph 13, for example, which considers the results of developments in ship's weapons, fire control systems, radar and sonar systems, propulsion and communications systems, progress always brings another personnel factor into the picture. The greater the complexity of the system, the larger the number of men needed to maintain and repair the system.

This is a serious problem. Each new type ship that has entered the Fleet in the last half-dozen years has needed additional men in its complement. To add new accommodations for the additional men is an expensive matter.

The evaluation and decisions that go into the development of the overall characteristics cause, at times, spirited debate. Personnel matters again offer a good for-instance here.

BuWeps tends to think of the proposed ship pretty much as a platform and base for air, surface, and underseas weapons systems. (They should—for that is BuWeps major responsibility.) BuShips considers the nature of ship's hull and ship's hardware. BuSandA and BuMed ponder its supply and medical aspects. The various officers of OpNav have their strongest concern in the areas of their own responsibility—Fleet operations, air, development, naval communications. The Fleet representatives think of it as a future member of a fitted-out and manned ship in a task group operating at sea. And so it goes.

**N**O MATTER WHICH PHASE of the ship's development is of major concern to you, you're going to need men to operate it—a lot of men.



Let's consider the fast combat support ship (AOE) mentioned earlier. This ship is to be an underway replenishment vessel, supplying other ships of the task group with fuel oil, aviation fuel, diesel oil, ammunition, missiles, underwater weapons, and limited amounts of food and Fleet freight.

That's a lot of supplies to be humped across the waves to ships steaming alongside at high speed. To strike it below at pierside, to prepare it for an underway replenishment, to keep the actual replenishment in operation, calls for manpower.

Add to this the regular duties required by any Navy ship: Main engineering, auxiliary machinery, navigation, communications, medical, deck and gunnery, operations. More ship's functions mean more people. This means more space.

There comes a point where a halt has to be called. Otherwise the ship will tend to become as big as four city blocks and take 6000 men to man it.

Sonar? Sonar is a fine thing to have for antisubmarine protection. Some of the planners will have argued its use; others will have opposed it. Say a crew of 400 has been decided on and billets determined for each. If sonar is to be used, it means at least four men to operate and maintain it. The sonar gear itself

will need additional space—at the expense of space allocated to other ship's departments. And the price tag on the ship will take another jump.

Dental facilities? Perhaps during its period with the task group the AOE would be in a good position to give dental treatment to tooth-aching crew members of small ships. But again, some department would have to give up billets and space. It may be that ultimately Engineering, Communications, and Gunnery each take a loss of one man and Supply gives us some space in a machinery spare parts storage compartment.

You may be sure that the officers whose interests lie chiefly in matters of engineering, communications, gunnery, and supply do not yield up billets and space without strong debate and, sometimes, strong words.

The above pattern holds true for item after item in the proposed ship.

**T**HE SHIP CHARACTERISTICS paper represents at this point a set of specifications that will support the mission and tasks of the proposed new ship type in sufficient detail to guide the preparation of an actual ship design. It is a design that is feasible, uses the most modern equipment that will be available during the construction period, and that can be built at a price within given cost estimates.

CNO's approval takes the form of a published OpNav Instruction in the 09010 series. It will be received with keen interest by the offices, bureaus, and Fleet commands comprising the Navy's top echelons. Keen, because it is a milestone in the development of a new type of ship. BuShips will be deeply interested in it.

BuShips will have been in the picture almost from the very first. Item after item in the characteristics will have been the subject of extended discussion and compromise between Ship Characteristics Board representatives and BuShips officials. This is only natural, for BuShips has the job of designing the ship outlined in the characteristics and of supervising the actual construction of the ship. The discussions chiefly concern the matter of what the ship's hull will look like, what can be designed into the hull, and what the ship's dimensions will be.

**T**HE PRELIMINARY DESIGN of the proposed ship breaks down into two main stages: Pre-characteristics and post-characteristics. The former is largely devoted to a feasibility study—a study that guides the Ship Characteristics Board in its work.

A typical design is an infinitely complex work involving the balancing of many factors. The work is done in the form of a series of de-

**BIG DAY**—Ship's launching (*USS Enterprise*) marks nearing end of complex trail in planning and designing new ship.





**TAKING SHAPE**—Naval architect prepares hull form lines for future ship.

sign studies, each of which is a complete preliminary design and which differs from the others in the type of compromise made among the various requirements. Sometimes as many as 20 of these studies are made before one is finally selected as the design from which the ship will be built.

The post-characteristics stage gets underway after the characteristics are approved. This stage will take about three to eight months and goes into details on stability, propulsion, endurance, structure and weight, and general ship arrange-

ments. It will result in six to 10 preliminary design plans (in a typical case), a design history and 30 to 40 pages of weight calculations, volumetric studies, and endurance studies. For aircraft carriers there will be studies on special problems in handling aircraft. Replenishment ships will have studies on cargo and fuel-transfer arrangements made for them.

Within BuShips the outfit with the most vital interest in the new ship's characteristics is the Ship Design Division. Four branches of this division will have an especially

strong interest: Preliminary Design, Machinery Design, Hull Design, and Electronics-Electrical Design.

Generally speaking, Preliminary Design is concerned mainly with the new type ship in the earlier stages of its development. Then the other branches come more and more into the picture as ship design progresses.

**T**HREE OTHER MAIN STAGES in the ship design process then follow.

First is the Contract Design stage, which may run from four to 12 months. The fruits of labor will include some 40 separate plans, a specifications book of about 800 pages, a hull design report and a machinery design report.

The result is an accumulation of facts, drawings and figures that can be supplied to shipbuilders (both government and private yards) in sufficient detail for the shipyard experts to develop the contract bids.

The bids by the shipyards plus the contract awards take another two to five months. This is the Bidding and Award period.

Next comes a Detailed Working Plans stage. Here the plans, specifications book, hull design report and machinery design report are developed into plans of far greater detail. The 50 plans of the Contract Design step may evolve into 1800 or more plans. Some 400 different instruction books may also come forth. Shipyard officials have the load in this final step, but a degree of supervision continues to come from BuShips. This

**AN IDEA** to fill a need in ASW is shown in drawing of hydrofoils and robot copters leaving mother ship after subs.





period may extend to four or five years, overlapping the construction of the ship.

**U**P TO THIS POINT very little has been said about paying for the ship. An important matter, too, for no money, no ship. It's also an expensive item in the Navy's over-all budget. The total shipbuilding and ship conversion price tag is a large one, running about \$1.5 billion per year.

Budgetary matters come on the scene very early in the game—when the Standing Committee puts the proposed ship on its list. The time sequence here is about two years ahead of the signing of the Navy's annual appropriations bill. The Standing Committee is the key agency at this early point.

The proposed ship, considered as an item in a budget, will most likely appear in a program entitled "Fiscal Year X Program."

Although the results of the program are presented each year to the President, the program itself is worked up on a two-year basis. That is, two years' detailed planning and programing go into each Fiscal Year X Program.

As with the characteristics themselves, there is much interaction, recycling and feed-back among the Navy Department bureaus, the Standing Committee and the Ship Characteristics Board. Others concerned with the budget are the Director, General Planning Group (OpNav), CNO's Advisory Board and, of course, CNO and the Secretary of the Navy. The Navy Comptroller is very much in the picture, too, adapting the shipbuilding and conversion budget to the Navy's over-all budget.

After leaving SecNav, about nine months before the July of the given year, the shipbuilding and conversion budget—which is now incorporated into the Navy's over-all budget—goes on to the Secretary of Defense. He reviews it and prepares it for submission to the U.S. Bureau of the Budget. The latter also reviews it and sends it to the President, who makes use of it in his budget message to Congress.

**I**N THE NEXT STAGE, the budget is the subject of hearings in the Senate and House of Representatives. After various legislative processes, it then becomes a bill ready



**MODEL ON THE JOB**—Navy supervisor of a shipbuilding staff checks over model of aircraft carrier being constructed in shipways at the right.

to be signed by the President.

In these matters the time point aimed for is July of a given fiscal year. Presumably about this time the President signs the appropriations bill, and also signs a letter of authorization to proceed with the construction and conversion of ships and craft for which funds have been provided.

At last there comes a point where the actual construction of the ship may be said to start. The first step is the drawing of the working plans, generally drawn to a scale of one-quarter inch or one-half inch to the foot. From these a full-scale set of hull lines are outlined on the deck of the shipyard's mold loft.

Thin wooden or hard paper templates (patterns) are then cut for each of the ship's metal plates and structural members. The templates are taken to the prefabricating shop where the steel plates and structural shapes are cut and numbered for later identification.

**A** KEY STEP OCCURS about this time—the new ship's keel is laid.

You have followed the develop-

ment of a new type ship from the time of the first significant expression of a need for a new type up to the laying of the keel. This step may take from three to six years. Add to this the period from the keel-laying to the ship's commissioning and the total will, in the longer cases, push eight or 10 years.

In the main, new type ships now being commissioned were merely ideas under hot discussion by various Navy Department boards, bureaus and committees back in 1953-54. And the new ship types now in their planning stage will get their commissioning crews in 1967-68.

Not all new ship types are developed from the keel up. Instead, some are conversion jobs and use the hull, engineering plants, and structural members of existing ship types. Radar picket destroyers, radar picket submarines, guided missile light cruisers and ASW support aircraft are in this category. Their transition followed pretty much the same pattern, with modifications, as that for new ship types developed over the longer route.

—Wm. J. Miller, JOCM, USN.



# Know How

**I**F YOU SHOULD ASK the men of the Pacific Fleet's Destroyer Flotilla Three the best place to get equipment, spare parts, or have repairs made, there is a good chance they'll say from the destroyer tender *uss Hamul* (AD 20).

Homeported at Long Beach, Calif., *Hamul* is one of three destroyer tenders attached to Destroyer Flotilla Three.

During the first 10 months of fiscal year 1961, her crew completed more than 6600 jobs.

Evidence of *Hamul's* reliability and efficiency is contained in letters from commanding officers of the many destroyers serviced by her. These letters praise the enthusiastic and capable manner displayed by the tender's personnel while com-

pleting jobs ranging from replacing a bolt to completely overhauling the most complex machinery.

Deep within *Hamul's* hull, shops and offices are constantly alive with activity. The jigsaw complex of compartments which form her working spaces is filled with men and equipment to provide practically any repair or service required by destroyers or their crewmen, or by almost any type ship in the vicinity.

If you were to take a tour of *Hamul* at night, you would find more than one shop burning the midnight oil. Tools and equipment are available to any ship moored alongside which needs a job done during the night hours. There are always men on duty to operate a lathe, run a grinder, repair an elec-



**ALL HANDS**



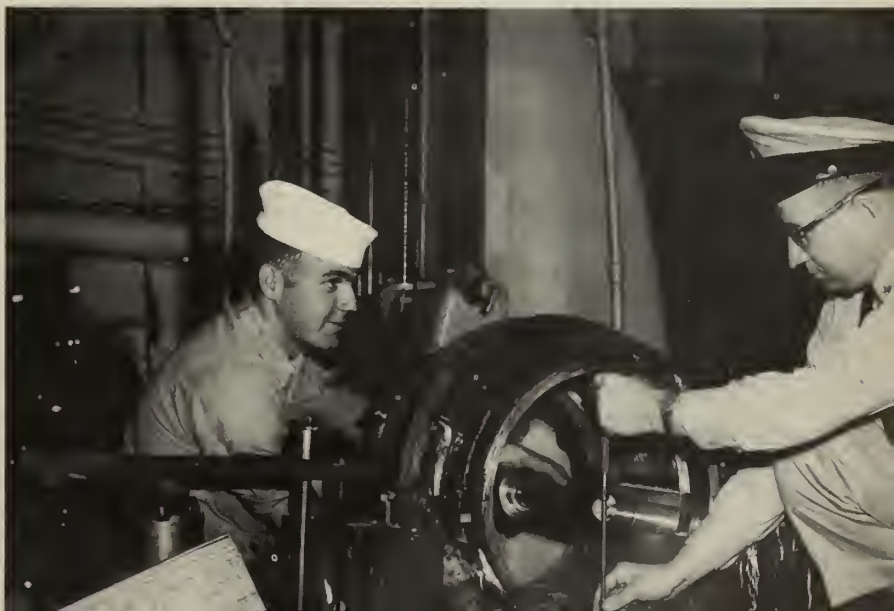
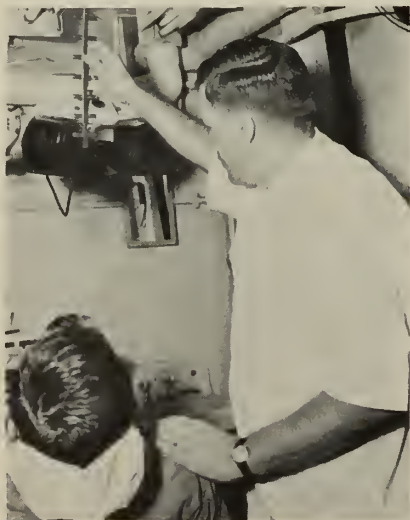


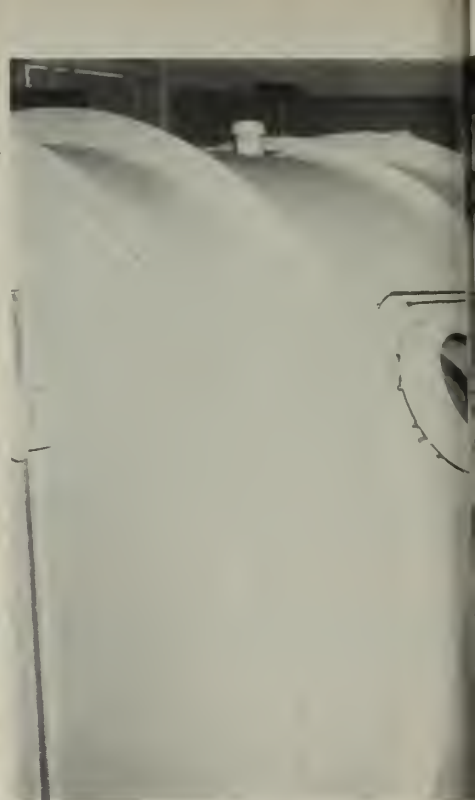
# and Can Do

trical motor, or do whatever else is needed. Their motto is "Service to the Service" and they live up to it.

Clockwise from upper left: (1) F. E. Holmes, DC2, of the carpenter shop, sands area where he will replace part of sternpost on a 26-foot motor whaleboat from *uss L. K. Swenson* (DD 729). (2) In the optical shop, C. S. Parker, OM3, overhauls a pair of MK32 binoculars. (3) The destroyer tender *uss Hamul* (AD 20), moored to Pier 15 at the Long Beach Naval Station, is flanked by some of the destroyers she services. (4) In the outside repair shop, C. E. Shirk, MMFA, works on a salt water reducer from a destroyer. (5) B. G. Asuncion, EM3, of the electrical shop, rewinds a fireroom ventilation motor from *uss Benner*

(DDR 807). (6) A teletypewriter from *uss Picking* (DD 685) is repaired in the radio shop by J. S. Deason, RMC. (7) In the heavy machine shop, G. G. Ross, MR3, and D. F. Boltz, MRC, add final touch to the machining of a spring bearing for *uss McDermut* (DD 677). (8) LT J. W. Schnoor (DC), views x-ray film before working on a dental patient. (9) A stainless steel sink for *uss Picking* is sanded by G. W. Jackson, SFM3, of the sheet metal shop. (10) T. D. Linnenkamp, OM3, and J. W. Funkhouser, OM3, of the optical shop, collimate a MK 61 gun sight. (11) In the shipfitter's shop, E. S. Murphy, SF1, and G. O. Kerns, SFM3, brake quarter-inch, aluminum deck plating to be installed in *uss Fechteler* (DDR 870).





TESTING—Physiological training devices at NAS Quonset Point include ejection seat and (Rt.) pressure chamber.

# Working Under Lots of

**H**AVE YOU EVER HAD the pressure put on you, or been under pressure? Each of us in this day and age can answer yes to that question.

The everyday kind of pressure, however, is not the type of pressure we'd like to discuss here. This is about the physiological and atmospheric variety, experienced by certain individuals at the Quonset Point Naval Air Station.

The physiological training devices at Quonset in which this type of pressure is applied include a low-pressure chamber, a night-vision trainer, an ejection seat trainer and a Dilbert Dunker.

Perhaps the most widely used of these training devices is the low-pressure chamber. It is located in an inconspicuous place near the station hospital and is operated and staffed by an officer-in-charge, CWO Richard H. Weaver, and two low-pressure chamber technicians, William M. Spahr, HM2, and Leo W. McGroty Jr., HM3.

This is just one of 20 such U.S. Navy low-pressure chambers in the world. There are 19 in the states and

one in London, England.

The chamber is a training device to provide physiological indoctrination and survival training for pilots, observers and air crewmen.

Men and women from Maine to Norfolk use the Quonset Point chamber. Air Force, Army, Coast Guard, Navy, Marines, Middies, Waves, Nurses, Naval War College personnel and certain civilian researchers and contractors have been processed. Last year 4686 persons went through the chamber.

**P**ERHAPS THE BEST WAY to get an insight to the indoctrination provided by the low-pressure chamber would be to go through it yourself.

You meet with your group at the chamber to fill out your medical papers at 0800. Then some 15 minutes later you all sit down and watch three films: "Oxygen Requirements in Flight," "Oxygen in Flight Equipment," and "Night Vision for Airmen." This takes about an hour and a half.

At about 0930 Chief Warrant Officer Weaver comes in and explains

how to cope with atmospheric pressure changes that will occur when soaring into the stratosphere (either in the chamber or in real flight), and discusses how to equalize the pressures both while climbing to the higher altitudes and while returning to earth.

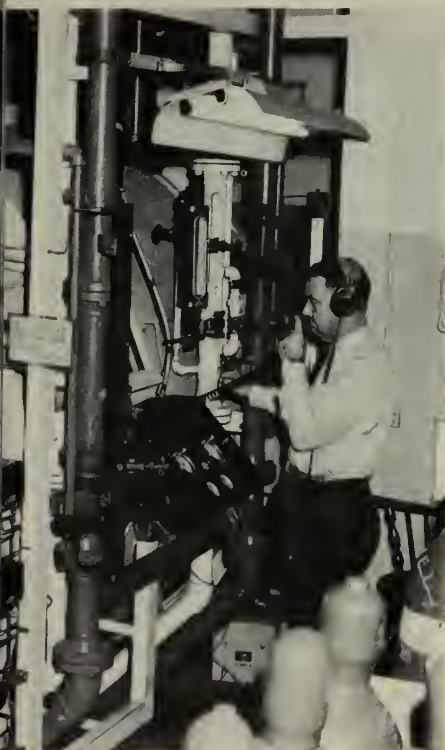
During this discussion he points out the four major problems which you may encounter in high altitude flying. These are:

- Gas expansion in the lower intestinal tract because of too much nitrogen in the body. (For this reason, anyone who plans to go into the chamber is forbidden to consume any carbonated drink.)

- Hyper-ventilation or over-breathing—This takes too much carbon dioxide from the respiratory system and you would probably black out. You would revive quickly, however, after the carbon dioxide again builds up in your body.

- Hypoxia—An insufficient amount of oxygen is taken into the body. You would pass out completely unless 100 per cent oxygen were used to revive you.





CHAMBER simulates flight pressures.

# Pressure

• **Bends**—This is caused by reduced atmospheric pressure (usually above 35,000 feet). Here, nitrogen is released from body fluids in the form of bubbles which accumulate around active joints such as the arms or legs. They may also accumulate in the lungs and cause the chokes or in the brain and cause a staggering effect, or at least slow down your thinking.

**N**OW YOU ARE READY to go inside the chamber. Before the Corpsman fits a mask to your face, however, your nasal passages are sprayed, clearing the sinuses. Next the mask is fitted and the air hose attached to the oxygen regulator.

The hospital corpsman who fits your mask will also go along with you on the simulated flight while CWO Weaver operates the controls from outside. When you are all ready, the flight begins. As you start to gain altitude, your ears pop as they do when you take off in an airplane. You experience every sensation of flight in the chamber that you would in actual flight except the acceleration and jolt of take-offs and landings, and



ON HIGH—Trainees take mock flight at 43,000 feet in chamber. Below: Model for night vision training shows how things look in the moonlight.

the roar of engines. Before you return to earth, you are taken to a simulated 43,000 feet.

After you are slowly brought back to sea level, you remove your flight gear and climb out of the chamber, perhaps feeling rather surprised that

the trip was not as difficult as you anticipated.

While you have been flying high, at another part of the Quonset Point base, students are seated in a dark room for night-vision training. The only light is projected "starlight"







**ALLEZ OOP! — Ejection seat blasts prospective birdmen out under 'real' emergency conditions while in flight.**



**SPLISH, SPLASH—Dilbert Dunker gets ready to take a crash dive into pool.**

which silhouettes various-sized buildings. During the first 20 to 40 minutes, while students get used to the darkness, a corpsman instructor explains the structure of the eye, the dark adaption with or without the use of red lenses, off-center vision, scanning patterns and the inability to distinguish colors below levels of half moonlight.

Before increasing the amount of light on the screen, the instructor also discusses briefly how bright lights, vitamins, drinking and smoking can affect night vision.

**D**URING THE LAST HALF of the session, an instructor explains such phenomena as auto-hypnosis, auto-kinetic movement, and road hypnosis.

The road hypnosis was recently added to help stimulate safer driving habits. For this part of the course, the instructor uses a three-dimensional map of a small city. He has lights which represent moons on each side and above the map to show objects as they would appear when the moon shines at different angles. Such objects as buildings, trees, ships in a cove, a river and a bridge are used as examples.

To add a little more light to the subject and to complete the lecture, the instructor turns on and discusses searchlights and flares. The entire procedure lasts about 90 minutes.

Perhaps the most realistic physiological training device at Quonset Point is the ejection seat training. Live ammunition is used in the actual firing of this trainer just as it would be during a real emergency ejection from a plane.

**B**EFORE YOU ARE FIRED in the ejection seat trainer, however, you must first review a film which shows how the device is constructed, its safety features, hazardous factors involved, the physiological involvements in free fall, and the use of the emergency equipment.

A nine-G impact is felt for 0.1 of one second when the ejection seat is fired.

Running a close second (so we have been told) to the ejection seat for realism is the Dilbert Dunker. The idea here, of course, is to train personnel to get out of a ditched plane safely after it hits the water.

Before any Dilbert is actually allowed to ride the Dunker, however, he must demonstrate his ability to swim a given distance and he is also briefed and lectured on correct procedures to be followed while he escapes.

During the actual operation of the Dilbert Dunker, a man is strapped into a cockpit-like device and sent speeding down a track and tipped bottomsides-up in a deep pool.

The man inside the Dunker must then unstrap himself and escape from the trainer safely. If he does all this right he is given a thumbs-up, which means he has escaped properly.

If he does not escape properly, however, he is given a thumbs-down and must go through the procedure all over again. (See pages 16-17 of the June 1959 issue of *ALL HANDS* for details.)

These are Quonset's physiological training devices. Care for a little ride?

—C. E. McKinney, JO3, USN





KEEPING READY—Copter picks up 'victim' during practice rescue. Rt: Crash crew rescues 'pilot' during drill.

## 'May Day' Is No Picnic

WHILE MOST of us recognize the aircraft distress call of "Mayday, Mayday," not so many realize what takes place when a call is received.

At the Iwakuni (Japan) Marine Corps Air Facility operations tower the activity sparked by such a call follows a typical pattern. First, the operations personnel on duty in the tower grab "hot lines" and radio to put the facility's emergency crash plan into action.

The crash crew stationed adjacent to the landing strip moves into action, and fire-fighting trucks are dispatched to assigned positions to await landing. Crash crew members stand by, equipped with various types of fire-fighting gear to aid in retrieving pas-

sengers from the plane.

The crash crew receives assistance, when needed, from members of the facility's fire department, who are detached to the emergency area. Also, upon notification of a crash or emergency, the hospital sends an ambulance crew, flight surgeon and/or medical officer to the scene.

The search and rescue helicopter and crash boat units are alerted to stand by for further instructions. For off-base emergencies the copter search and rescue area covers a 75-mile radius of the base while that of the crash boat is 20 miles. In event of an off-base accident, the SAR unit launches a helicopter with crash crew personnel and fire-fighting equipment



FIRE department moves out.

aboard. When needed, the copter guides crash trucks and assistance convoys to the accident.

Following a water crash the SAR helicopter departs immediately for the scene, as does a crash boat from the boathouse. Seaplane assistance from Fleet Air Wing Six is also available.

TEAM WORK—Crash boat readies for rescue. Rt: Pilot is flanked by men who figure in station crash plan.





HERE'S HOW—Heavy equipment operator mounts up for some practical training. Rt: Seabees get lesson in tenting.

# Summer Seabees

**E**LEVEN PIONEERING Naval Reserve Seabee divisions moved into action at the U.S. Naval Construction Battalion Center, Davisville, R. I., a few months ago.

These Reservists — members of Seabee divisions located in five New England states — were formed into Mobile Construction Battalion 12, the first of 14 MCBs to take part in a new training cycle for Reserve Seabees.

This summer, six more battalions will report in at Davisville at two-week intervals for the first phase of their cycle training program. These Seabees will come from the Third,

Fourth, Fifth and Sixth naval districts.

The training program will closely follow that of MCB 12. Emphasis will be directed toward battalion organization, performed under actual field conditions.

Seabees will be assigned both to construction and combat billets, thus fulfilling the Seabee motto: *Construimus—batuimus* (we build—we fight).

**H**ERE'S HOW the MCB 12 operation checked out: The Reservists reported in on a Sunday, were assigned bunk numbers, duty sections and billets. Before long, a battalion for-

mation was held in the drill hall. There, each man met his squad chief and the other men of his company—the men he would be working and living with for the next two weeks. The CO and all the officers were introduced to the Reserve battalion.

On Monday, the battalion formed for its first personnel inspection, and was reviewed by ComFltAirQuonset and the CO of the CB Center at Davisville.

Formalities were kept short and sweet, however, and the training period began in short order. Companies H and C started their military training under instructors from the

FIGHTING FITNESS—MCB-12 Navymen get workout on obstacle course and (Rt.) receive training in map reading.







**TECHNICAL TRAINING**—CBs tour supply center at Davisville, R.I. *Rt:* Steelworkers put together a quonset hut.

Center's military training unit and nearby Marine Corps activities. Companies A and B began practical factor check-outs in their various construction skills. During the second week of training, the schedule was reversed.

Training received by the MCB-12 Reservists was broken down into class periods, with full days used for practical factors. Teaching was done by a three-point system—visual aids, lectures and on-the-job training. Each man received one week of military training and one week of on-the-job training.

**M**ILITARY TRAINING consisted of such subjects as orientation and squad organization, Code of Conduct, M-1 rifle and general small arms practice, obstacle course, combat signals and formations, rifle range drills, compass and map reading, scouting and patrolling, squad and platoon tactics, interior guard duty, atomic, biological and chemical warfare and ABC protective measures.

Technical training covered just as broad a field. The Reservists learned battalion organization and administration, MCB operations, the Navy supply system, safety and first aid, camp construction and field sanitation, the military pack, military justice and fire fighting—and underwent practical factor check-outs.

Each Seabee was given an opportunity to demonstrate his proficiency in skills according to his rating. As Naval Reservists, most peacetime Seabees work in construction and

constantly improve their ability to perform their wartime construction mission. They do not, however, often have sufficient opportunity to advance their military readiness. This cycle training program is expected to provide the necessary balance of construction and military skills.

Throughout the pilot training program, a special evaluation team of officers—unfamiliar to the men undergoing the training—roamed the training areas, asking questions of the men on their jobs and their duty.

**A**S IN WORLD WAR II, the Seabees must be ready to build shore facilities overseas for use by the other operating forces. Also, as in World War II, they must be able



**ON TARGET**—Reserve Seabees of MCB-12 sharpen their aim on rifle range during new training. *Above:* Reservist learns the ropes of descending net.







CLASSROOM TIME—CBs are shown how to make a combat pack. Rt: Field stripping an M-1 is demonstrated.

to defend their construction sites against enemy attacks and harassment. Seabees of past years often fought alongside regular infantry units of the Army and Marines.

In future years, however, wide dispersal of forces will be necessitated by the threat of nuclear weapons. Therefore, construction battalions will have to be virtually self-reliant in defending themselves. And they must have a third capability: They must be able to offer passive defense against nuclear attack and to recover bases and facilities damaged by nuclear attack. Reserve and

Regular Seabee units are already undergoing Base Recovery Team training.

As you read these lines, Seabees from various parts of the country will be undergoing the first phase of their new preparedness campaign, following in the footsteps of MCB-12.

Phase II of the cycle will get underway in 1962 and 1963. At that time, these same Seabee Reserve battalions will be reporting in at Camp Lejeune, N.C., for rugged military training under the Marines.

Phase III will take the battalions

back to Davisville, but this time they will be undergoing project-type training. As an example, they will be training to build runways at advanced bases.

No doubt some of the wittier Seabee Reservists are cracking wise with modified mottos such as "This summer we build, next summer we fight." That is, if there's enough time left in their 24-hour day for joking.

But when the training is over, they'll know both sides of their Latin motto, and they'll be better able to live up to their well-known and well-earned "Can Do" slogan.

THE END—Seabees stand in review during ceremonies that marked the end of their pilot training program.







**TARGET TIME**—Navy SEALs ready 30-caliber machine gun.

## CB Gunfighters

**W**HILE EXCHANGING white hats for steel helmets and construction gear for machine guns, rifles and the latest in combat equipment, the Navy SEALs of Mobile Construction Battalion Nine proved that they could fight as well as they could build.

Combat readiness and knowledge are nothing new for the SEALs who built quite a reputation as tough fighters during World War II. To make sure they can uphold this reputation, Navy SEALs of MCB-9 left their usual base for technical training at Port Hueneme, Calif., and joined the Marines at Camp Pendleton. Here, under the guidance of Leatherneck instructors, the SEALs spent two weeks in combat training. Instruction included combat tactics, rifle and machine gun practice, hand-to-hand combat, mortar and recoilless 106mm rifle firing. During marches the SEALs also found out how the infantryman travels around. In order to test the skills and knowledge acquired from the Marine teachers on the ranges and in the classrooms the Navy SEALs engaged in mock battle, with Marine units playing the part of the enemy.

When the two weeks at Pendleton were over and the SEALs headed back to Port Hueneme they had proven once again that the men of MCB-9 "Can Do."



**FIRE ONE**—SEALs show skill at firing the mortar.  
Below: Marines pass word during machine gun drill.



**BIG GUN**—Men of MCB-9 learn how to sight-in and fire 106mm recoilless rifle at Camp Pendleton, Calif.







*She Rises Again*

CAIRO-TYPE river fighter revs up its stern paddle while running past Confederate shore batteries.

watertight compartments, enclosed a single paddlewheel in the stern. Iron, two and a half inches thick, covered the sloping bow casemate and the inclined sides abreast her engines, leaving more than half the topside unarmored. She mounted 13 guns in the casemate.

She was a paddlewheel steamer, as were all the river gunboats of that era. They were the only type of craft which could maneuver with any degree of safety and success in the comparatively restricted river channels.

As a result of the narrow confines,

# Civil War Gunboat

**A** FEDERAL GUNBOAT, USS *Cairo*, believed to have been the first warship sunk by a submerged mine in the Civil War, and the only known Civil War ironclad remaining in a preserved condition, is being raised from her long-time watery grave, just in time to take part in centennial observances of the War Between the States.

More than 98 years after she settled to the bottom of Mississippi's Yazoo River, *Cairo* has been declared officially abandoned by the U.S. Navy. This action by SecNav has removed any possible legal obstacles for a group of Mississippians which

has already salvaged portions of the historical craft.

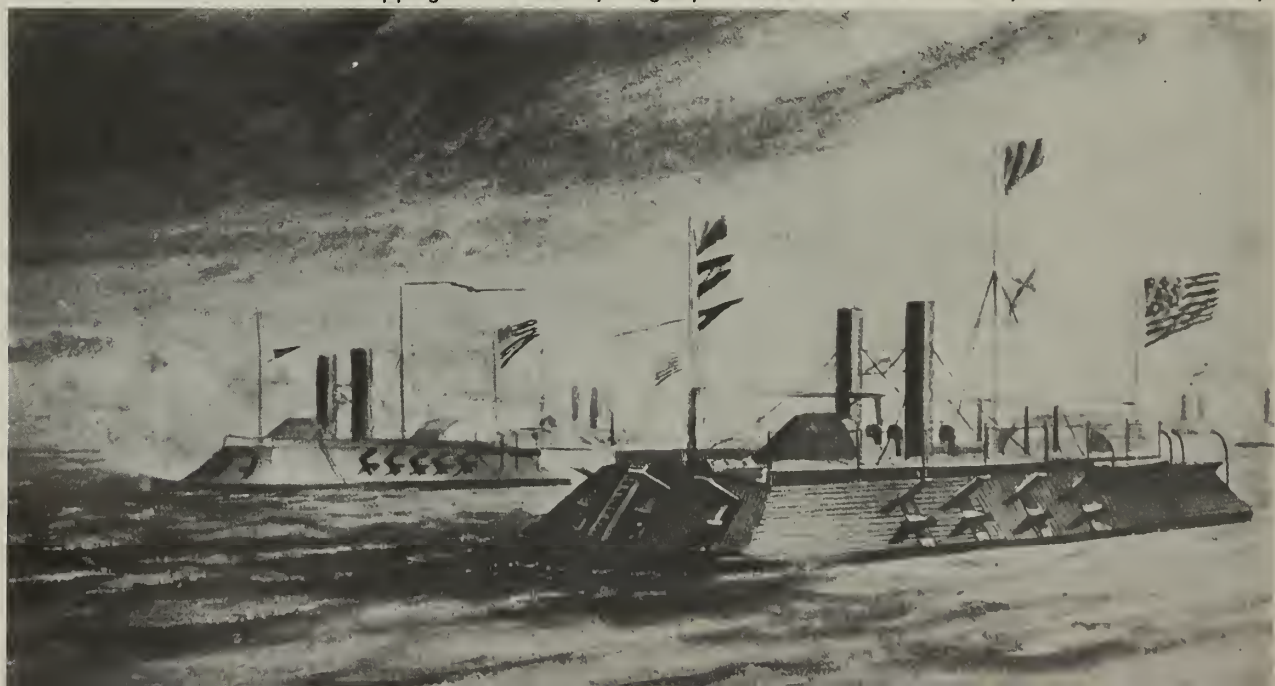
*Cairo* began her short but violent career on 25 Jan 1862, when she was commissioned as an Army ship. She operated with the Army's Western Gunboat Fleet, commanded by Flag Officer Andrew H. Foote, on the Mississippi and Ohio rivers and their tributaries for the next nine months. It was not until 1 Oct 1862, some two and a half months before her sudden demise, that she and the other river gunboats were transferred to the Navy.

*Cairo* was a wooden, ironclad gunboat, whose hull, divided into 15

most engagements involving river gunboats were fought head-to-head—thus, the classic concept of heavy broadside armament gave way to a design which placed as many guns as possible pointing forward.

To provide as much room as possible for guns bearing directly ahead, *Cairo* and her sister gunboats were fat—nearly oval—in design, almost a third as wide as they were long. *Cairo* herself was a 512-tonner, 175 feet long, and 51-plus feet wide. She had a maximum speed of about seven knots, and carried four rifled 42-pounders, six 32-pounders, three 8-inchers, and one 12-pounder.

CRUISING UP THE RIVER—Mississippi gunboats led by flagship USS *Benton* move out ready for action with enemy.



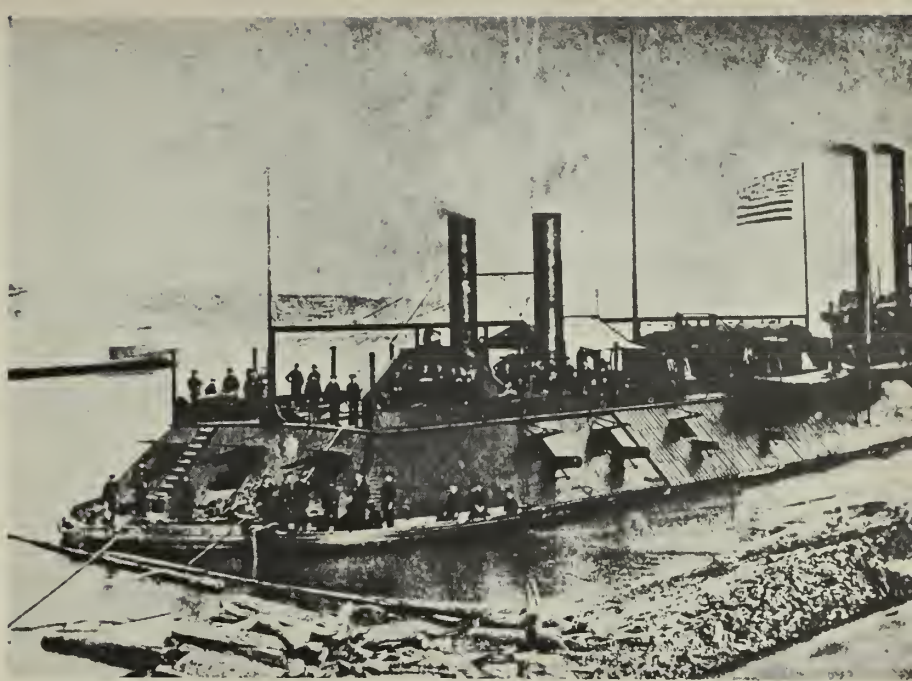


Her first post-commissioning activity involved taking part in the occupation of Clarksville, Tenn., on 17 Feb 1862, and of Nashville, Tenn., eight days later. Then, in early April, she escorted a group of mortar boats down the river, where she joined other Federal forces in blockading and bombardment operations against Fort Pillow, Tenn. A lengthy siege, punctuated by a sharp engagement between Union and Confederate gunboats at Plum Point Bend on 11 May, finally culminated in the abandonment of the fort by its defenders on 4 June.

Two days later, *Cairo* was a participant in one of the most spirited, and decisive, battles to occur on the Mississippi during the entire Civil War. The prize was the city of Memphis, and the arena for the big fight was the stretch of river fronting that city.

Union forces, in addition to *Cairo*, were the gunboats *Benton*, *Carondelet*, *Louisville* and *St. Louis*, plus the rams *Queen of the West* and *Monarch*. Opposing them were eight Confederate gunboats—the flagship *Little Rebel*, along with the *General Beauregard*, *General Bragg*, *Jeff Thompson*, *General Lovell*, *General Price*, *Sumter*, and *General Van Dorn*.

This clash ended in complete and overwhelming victory for the Union fleet. Five of the rebel craft were sunk or run aground, two were badly damaged, and only one, the *General Van Dorn*, managed to escape downriver. None of the Union boats suf-



PICTURE THIS—Federal gunboat USS *Cairo* has photograph taken between actions on the big river. Paddle-wheeler was 175 feet long by 51 feet wide.

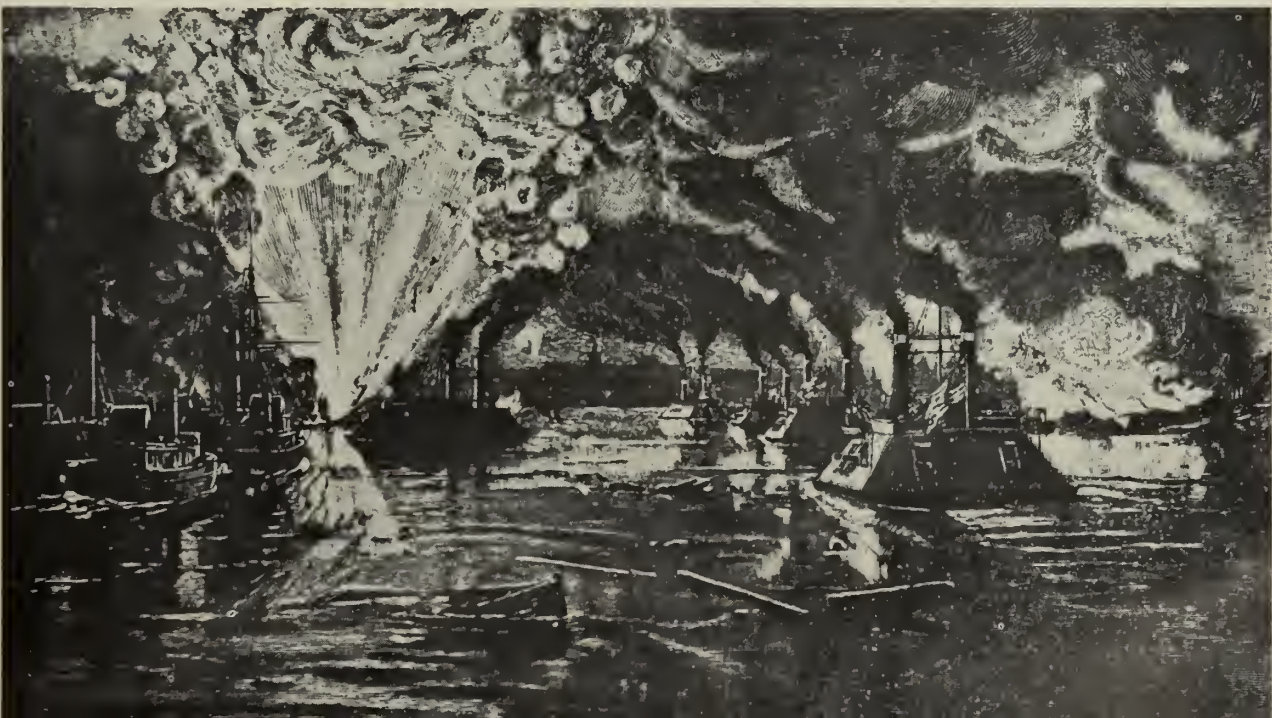
fered more than superficial damage, and, as a result of their victory, Federal troops occupied Memphis that night.

*Cairo* returned to patrol duties on the Mississippi until late November, when she was assigned to the Yazoo expedition. On 12 Dec 1862, while clearing mines (called torpedoes at that time) from the river preparatory to a projected Union assault on Haines Bluff, Miss., she struck one of the submerged canisters, and sank quickly. Her crew removed her

smokestacks and flagstaff from above the water, to prevent possible detection, and salvage, by the Confederates.

Once the war was over, *Cairo* became just another forgotten casualty of that conflict. In December 1956, however, officials of the National Park Service announced that her wreckage had been discovered, and that she appeared to be in a fairly good state of preservation. It was then that local interest in salvaging the relic first became aroused.

BIG BATTLE—*Cairo* (rt.) and ships of Mississippi fleet are shown in action near end of the battle for Memphis.





# Assignment in Sicily

PLANES OF ATTACK SQUADRON 75 (The Sunday Punchers) have flown more than 15,000 hours over the past two years without a single accident. A record like that is no accident, either. VA-75 pilots are among the loudest in giving the credit where credit's due—to the talented squadron "plane doctors" who keep 'em flying.

Problems can arise, however, in even the most well-regulated and accident-free of squadrons. They're usually nothing that Navy aircraft repair and maintenance experts can't handle. Take the recent far-from-routine repair job which tried the skill and ingenuity of four of VA-75's finest, as a for-instance.

The four—Chief Aviation Machinist's Mate Andy Lundberg; Aviation Electrician's Mate Second Class Glen Duncan; Aviation Machinist's Mate Second Class Ken Anthony; and Aviation Metalsmith Second Class Earl Savage—faced the bleak prospect of performing a complete engine change—no small task, even at a well-equipped State-side Naval Air Station—at a small Sicilian airfield with no servicing facilities whatsoever.

There were other complications aplenty, too.

First of all, of course, they had to obtain a new engine, plus a crane large enough to handle it. They had none of the numerous special tools normally required. They were in the midst of an area where not a living soul spoke, or understood, any English—and they were in the same boat themselves when it came to Sicilian.

Furthermore, this lack of command of the English language, and an equally complete lack of knowledge concerning airplane engines,

didn't prevent swarms of kibitzing Sicilians from forming one of the most vocal and energetic groups of



sidewalk superintendents ever seen. In the end, however, the four Navy-men surmounted every obstacle, and came through like champs — and there is the suspicion that in the process they accomplished more than just an engine change.

Our little saga of frustration and eventual triumph in sunny Sicily begins, naturally, in the Mediterranean, where Attack Squadron 75 is currently deployed aboard the Sixth Fleet's heavy attack carrier *uss Independence* (CVA 62).



One of the squadron pilots was peacefully tooling his *Skyraider* along on a routine-type mission when, almost directly over Sicily, his plane's engine suddenly began running rough. Not one to take unnecessary chances, the pilot took none. He immediately headed in for a precautionary, and uneventful, emergency landing at the nearest available field—not far from Palermo.

Some 150 miles away in the Tyrrhenian Sea, *Independence* received a radio message from her missing

pilot, informing her of the engine trouble and unscheduled landing. Two VA-75 repair aces, Chief Lundberg and EM2 Duncan, immediately got some orders. "Have a pilot fly you up there," they were told. "Check it out and see what needs to be done."

It didn't require much checking out. Alone on the scene, Lundberg and Duncan soon confirmed their worst fears. The plane would need a new engine, and that was that. While the two Navy-men scratched their heads and pondered what to do next, the first wave of local populace descended upon them. There were four men, who turned out to be the Brigadier of Police and aides, plus 10 or 12 wide-eyed children.

There ensued a lengthy palaver not unlike many of the powwows immortalized in innumerable movie epics. There was no interpreter available for this one, however, and it was only after a good deal of arm and hand waving, eyebrow-lifting, shoulder-shrugging, eye-rolling and finger-pointing that the two Americans eventually found themselves ensconced inside the local version of a Black Maria, and speeding toward Palermo.

At this point Lundberg and Duncan weren't at all sure they'd made themselves understood, and prepared for the worst. They needn't have worried. Their hosts were admittedly a voluble and excitable crew, but they were also friendly, and determined to be helpful.

In fairly short order (just a little more arm-waving, eye-rolling, etc.) they had fixed the two Sunday Punchers up with a place to stay, and, even more importantly, driven them to the local telegraph office.





From there they were able to contact a Navy detachment temporarily based at Sigonella, on the other side of the island, and request an engine and crane, plus some tools. They also dispatched *Independence*, advised the squadron repair officer



of the situation, and were assured that more help would be sent.

A return message from Sigonella informed them that the engine, crane and tools had been put aboard a truck and were underway—but it also revealed that there were some 250 miles of tough, shoulder-wrenching mountain road between them, and that it would be some time before the gear could reach Palermo. This turned out to be one of the understatements of the year. Lundberg and Duncan put the intervening time, plus the pliers, screwdriver and sundry sprocket wrenches they had brought with them, to good use in preparing the damaged engine for extraction.

They continued to have plenty of company, too. Some of the children warmed the hearts, as well as the innards, of their temporary guests with an especially thoughtful and appropriate gift—a coffee pot. There were ever-increasing crowds of curious adults.

Crane and engine finally arrived, and at about the same time, the *Independence* reinforcements—AD2 Anthony and AM2 Savage—reached the scene. Now another delay cropped up. The crane had been sent, all right—completely disassembled and neatly packed in a huge crate. A set of instructions for

assembling it had been thoughtfully included.

It took some doing to put that crane together. The four sailors contributed most of the sweat and elbow grease. The children sang and cheered. Shouting, gesticulating throngs of city officials, local police, and just plain rubbernecks helped some with the pushing and hauling, and donated mountains of free advice—all in flawless Sicilian.

Finally, the great day arrived—the day the new engine was to be installed. It turned out to be, coincidentally, Italian Independence Day, which meant open house throughout the area—a development the four crowd-plagued Navymen, needed like a hole in the head.

Crowds grew even larger. A carnival-like atmosphere prevailed. Acres of children plied the sweating airmen with sandwiches and other goodies cadged from their Mama Mias. Snatches of song, gay laughter, more of the inevitable advice filled the air. The crowd as you've no doubt gathered by now, was not

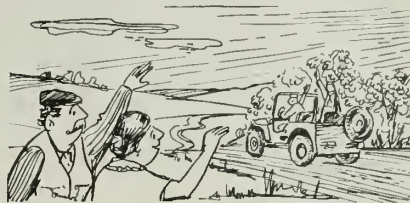


constitutionally adapted to silent watching. While an American can watch a construction job for hours without uttering a sound, these straw-bosses felt the need to point and explain continually, and in detail. They would, moreover, at the drop of a nut or bolt, take hold of a job and show how it should be done.

The spectators' hearts were in the right place, however. They just wanted desperately to be of assistance to their new-found friends. And the VA-75ers even began to

learn a little of the language as time went by.

It was a struggle, but Chief Lundberg and his crew eventually got the new engine fitted into place, and commenced the long and painstaking task of sealing and checking each



mechanical, electrical and hydraulic fitting.

At long last, all was in readiness—and VA-75's LTJG Bob Carlson arrived at the field to fly the plane back to *Independence*. The *Sky-raider* taxied down the short strip, then lifted easily into the air as LTJG Carlson poured on the coal.

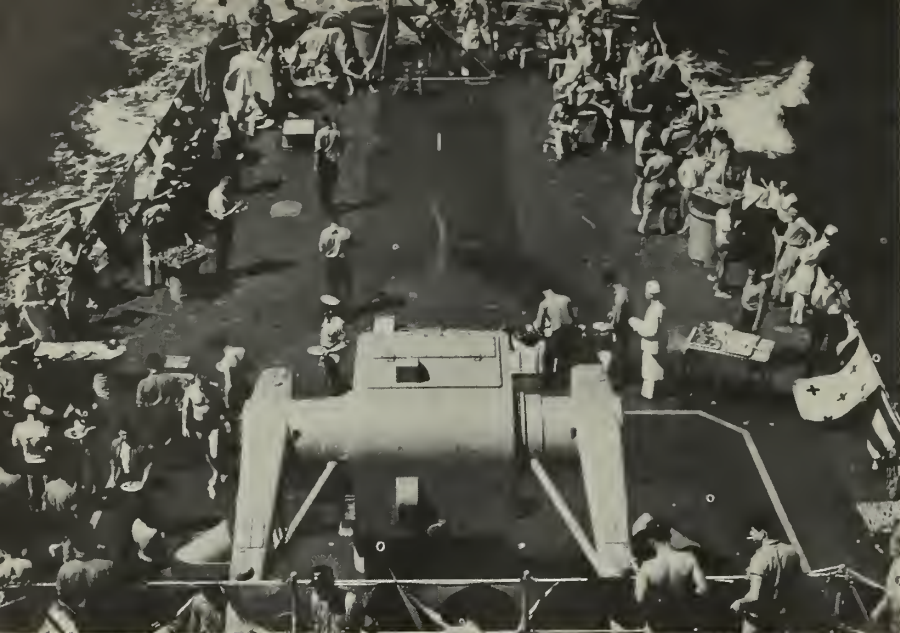
Spontaneous cheers rent the air. Proud grins wreathed the sun-tanned faces of Navyman Lundberg and associates. Equally proud and happy smiles creased the countenances of their Sicilian simpaticos. Then Sunday Punchers Lundberg, Duncan, Anthony and Savage gathered up their tools, gravely shook hands all around, and headed back to their ship.

They had, as we've said, done more than change an airplane engine. They had established a deep bond of friendship, welded by a sense of mutual accomplishment, which will last a long, long time.

There should be a comforting thought for the future in all of this for other Med-based Navy pilots, too. Should any of them be forced to make an emergency landing anywhere in the vicinity of Palermo's sunlit slopes, he'll be dropping into one of the world's largest concentration of unofficial aircraft engine experts—and friends. Just ask them.







SELF-SERVICE—A picnic at sea is enjoyed by crew of *USS Dewey* (DLG 14) while en route to San Juan operating area.



## Smorgasbord at Sea

THE CREW OF THE WORLD'S first guided missile frigate, *USS Dewey* (DLG 14), was treated to a smorgasbord and barbecue in the Calypso manner while en route to operations in the Caribbean.

*Dewey* was on her way to the Caribbean operating area for a period of missile firing prior to deployment to Europe in the late spring.

More than 70 different food items were featured on the menu. Highlights of the meal were lobster tails

and teriyaki steak. It is believed that the smorgasbord, which extended along 400 feet of the port side of the main deck, was the largest ever attempted aboard ship. Charcoal fires on the fantail were used in preparing the steak and lobster, as well as tacos, barbecued beef and pork, shishkabob, veal birds and tamales.

The ship's Calypso band provided entertainment as the crew ate, sunbathed and otherwise enjoyed themselves in the tropical weather.

DEWEY SAILORS relax and dine in tropical weather. Above: 'Chef' stands behind custom-made charcoal broiler.





# LETTERS TO THE EDITOR

## Computation of Leave

SIR: In reading over ALL HANDS magazine of December 1960, I came across the article on page 28 concerning the computation of leave credit for fractional months of service.

I am in complete agreement with the YNC who submitted the question. As this is obviously the correct method of computing leave from any given date in a fiscal year until 30 June of that fiscal year, I have come across what I believe to be a major discrepancy in the Yeoman 3 & 2 Navy Training Course (NavPers 10240-C).

On page 157, figure 11-12 (Leave Accumulation Chart), all months of the year in which there are 31 days appear to be computed in error.

Can you clarify this? S. L., PN1, USN.

• The correct basis for computation and verification of leave to the end of a fiscal year is to be found in the "BuPers Manual," Part C, Article 6308. Figure 11-12, entitled "Chart for computing Officer's leave from duty base to end of fiscal year," has been checked by the authors of NavPers 10240-C and by the Service and Records Division, Bureau of Naval Personnel, and this chart is correct according to Article C-6308 of the "BuPers Manual."

The query and answer in the December issue of ALL HANDS concerned a single month and it is answerable by Article C-6301. However, if you were to carry this calculation over to the end of the fiscal year, the procedure in Article C-6308 would govern. By this procedure, the leave should be computed for the entire period from 7 Jan 1960 through 30 Jun 1960, which totals five months and 24 days. Thus for five months, the earned leave equals 12 and one-half days, and for 24 days an additional two days is earned, as

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shown in the table appearing in Article C-6301 of the "BuPers Manual." The total leave thus earned is 14 and one-half days.—Ed.

## Expiration of Leave

SIR: Locally there has been some question as to the hour when leave officially expired in the past. Art. C-6305 of the BuPers Manual (Rev. 1959) states that leave will be counted as a day of duty if return is made at or before 0900. The query at hand is: Did the BuPers Manual (say from 1956 to 1959) ever state that leave expired at 0800?—F.R., YN3, USN.

• The provision about expiration of leave at 0900 has been in the "BuPers Manual" since 1948. The 1925 edition of the manual (which was superseded by the 1948 edition) did not contain any instructions on the subject.

However, the 1940 reprint of the 1925 edition had this statement—in reference to officers:

"...day of return from leave does not count as a day of leave if the officer returns before the hour for forenoon quarters on board ship or for commencing work at a shore station."—Ed.

## Dislocation Allowance

SIR: In July 1955 I was transferred from Harbor Defense Unit, San Francisco, Calif., to Class B Electrician's Mate School at Great Lakes, Ill. I received dislocation and dependents travel allowances.

In Jan 1956, after 22 weeks of school, I was transferred to a ship in San Diego, Calif., and received a dependents travel allowance, but I was told I could not draw another dislocation allowance because I had already received one for the fiscal year.

Was I eligible for a second dislocation allowance? If so, how do I go about collecting it?—J.R.S., EMC, USN.

• The limitation of one dislocation allowance per fiscal year does not apply if the Secretary of the Navy determines that the exigencies of the service require more than one such change of station during the fiscal year. It also is not applicable to members of the uniformed services ordered to, from or

between courses of instruction conducted at an installation of the uniformed services.

You apparently are entitled to the dislocation allowance you received for your move to Great Lakes. Since this move was made under orders to a course of instruction, the limitation does not apply.

Your move to San Diego was the first you made that fiscal year which came under the limitation of the "Joint Travel Regulations."

From where we sit, it looks as if you are eligible for dislocation for the second move, too.

We suggest you contact your disbursing officer regarding the preparation of a claim for the allowance.—Ed.

## Shipment of HHE Without Orders

SIR: I would like to know the earliest date an enlisted man can have his household effects shipped, and his dependents moved, prior to his transfer to the Fleet Reserve?

I will be eligible for transfer to the Fleet Reserve about February 1963 with a total of 19 years and six months' active duty. I would like to move my household effects and family to our home as soon as possible. However, I am told by the ship's yeoman that this cannot be done until my application for transfer to the Fleet Reserve is approved, and until I have orders transferring me to the Fleet Reserve.—J.H.W., BMCA, USN.

• There are only two situations under which regulations permit shipment of household goods prior to receipt of orders—unusual or emergency circumstances, or where a certificate is obtained from the order-writing command stating that separation from the service will occur within 60 days.

Unless you fall into one of these categories, shipment of household goods would not be authorized without orders releasing you from active duty.—Ed.

## Sea Duty Extension Request

SIR: Is it possible to remain on sea duty even though I am due for shore duty?

How should I fill out my seavey card if I desire to remain on sea duty?—R.G.S.

• If a man has a sincere desire to remain at sea, he should request a sea tour extension in accordance with the "Enlisted Transfer Manual," Article 3.33.

Don't hesitate to submit your extension request because it will be too late after orders have been issued.—Ed.

## Points on Stars

SIR: Please explain why an officer of the line wears the star on the sleeve with two points up. Why does this not concur with the display of the stars on the union jack and the ensign?—G.E.D., SM2, USN.

• The line officer's star is positioned with one ray down to distinguish it from insignia of rank.

In general, the stars for naval insignia, when representing rank as in the case of flag officer insignia, are positioned with one ray up. Other stars, such as those representing corps or employed as a part of a rate device, have one ray down.

There are exceptions, but this is the rule.—Ed.



**PUTTING ON**—The Pacific Fleet attack transport USS Renville (APA 227) receives Amphibious Assault Award after conducting ship-to-shore movements.

### Castor Tails On

SIR: While going over the master copy of my ship's history *uss Castor* (AKS 1), I noticed she was eligible for five service ribbons. It seems from her record, though, that she should have earned more than five in her long and colorful career. Could you tell me the ribbons to which she is entitled?—LTJG D.R.D., (SC) USN.

• Apparently the reference was intended to point out that *Castor* is entitled to five battle stars in WW II and Korea. On the basis of records at the Decorations and Medals Branch, BuPers, *Castor* is entitled to the following:

- American Defense Service Medal
- American Campaign Medal
- Asiatic-Pacific Campaign Medal (with 3 battle stars)
- World War II Victory Medal
- Navy Occupation Service Medal (Asia clasp)
- China Service Medal (Extended)
- Korean Service Medal (with 2 battle stars)
- National Defense Service Medal
- Korean Presidential Unit Citation Badge
- Viet-Nam Presidential Unit Citation
- "Ribbon of Friendship."

There seem to be considerably more than five in that list.

As this list of awards indicates, *Castor* has quite a record and quite a history. She is one of the Navy's senior ships, being one of the few with more than 20 years' service.

In her main operating area, the western Pacific, *Castor* is nicknamed *Ichiban* (roughly—Number One). An apt name, too, for *Castor* has always displayed a big "1" on her hull. It means she is

*AKS-1*, the first of the Navy's general stores issue ships. *Castor* has other firsts to her name. She was among the first several hundred Maritime Commission-type vessels (C-1 to C-4) to join the Navy. Present at the Pearl Harbor attack, she was the first of the ships there to return to the U.S., arriving 24 Dec 1941. She was the first of the "all cognizance" general stores issue ships, having taken on that sub-designation in 1956.

*Castor* takes her name from a star, which in turn is the name of a Roman deity who was a tamer of horses; his

### Enlisted Precedence

SIR: The question of which of the following rated men—BM3, AD2, MM1, SDC—would hold precedence in non-military matters appeared on the last Navy-wide competitive examination for DC1. I have been unable to find the official answer to this question in any of the publications available at this command. Could you help?—R. G., YN3, USN.

• Personnel in one pay grade take precedence over all personnel in lower pay grades regardless of rating held. This is true both for military and non-military matters. An SDC, therefore, is senior to all individuals in lower pay grades.

Incidentally, either the stock of official publications at your command must be surprisingly incomplete, or you just didn't look hard enough. "The BuPers Manual" goes into complete detail on the subject of military and non-military precedence of enlisted men.—ED.

twin Pollux, was a boxer.

Commissioned 12 Mar 1941 at the Navy Yard, Brooklyn, N. Y., *Castor* introduced a new concept in Fleet supply—carrying general stores, ship's stores, clothing, medical and dental supplies to advance areas. There she would supply any number of her 11,000 different types of items direct to other ships. The transfer would be made either at an anchorage or while underway.

Her shakedown cruise was to set a pattern for a great number of World War II ships built on the East Coast: Depart the commissioning yard, head south, transit the Panama Canal, make a brief layover at a West Coast port and then head west.

In April 1941, *Castor* received her initial cargo at the Naval Supply Depot, Norfolk, Va. At San Diego, Calif., the following month, she topped off her load, made a one-day stop at her new home port, San Pedro, and then departed for Pearl Harbor, T.H.

After several weeks of Fleet issue at Pearl, she got underway for the Mare Island, Calif., Navy Yard. Back to Pearl she went with another load. She hadn't been issuing long before her decks began to resound with marching feet.

On board were a few hundred Marines, members of the Corps' First Defense Battalion. They brought their field gear and some of their artillery with them. *Castor* headed west, and on 2 Nov 1941 her ship's boats carried nine Marine officers and 200 enlisted men ashore at Wake Island. These men formed nearly half of the tiny island's defense forces when the Japanese struck 36 days later.

After off-loading the Wake Island group, *Castor* headed for Johnston Island and bolstered that island's defenses with a somewhat smaller group of Marines.

Back to Pearl and then back to Mare Island. The tensions of the time were reflected in *Castor's* latest cargo-loading, most of it being heavyweight ammunition of various types. With this hot cargo she arrived at Pearl Harbor 4 Dec 1941.

Most of it was still aboard three days later. During the enemy attack, *Castor* was moored to the wharf at Merry's Point, close by the Submarine Base. It was a dangerous spot, but also a good one for firing at enemy torpedo planes as they circled around to their right before making their runs on the ships moored at battleship row. Though it was hard to tell which ships shot down what planes, *Castor's* four 3-inch/23s and four .30 caliber machine guns threw out a lot of lead at close-flying airplanes. The ship suffered no casualties, and resumed off-loading her cargo ammunition soon after the attack.

On 24 Dec 1941, after a brief layover in Honolulu Harbor, *Castor* ar-



rived in San Francisco Bay. Her anti-aircraft batteries were beefed up at Mare Island and then she headed back for Pearl Harbor with a general stores/ ammo load. From Pearl, in company with an attack transport, a Fleet oiler and two destroyers, she headed for the southwest Pacific. The force arrived at Efate, New Hebrides, in late March, 1942, and off-loaded troops and supplies.

During the early war years, Castor made her runs from the West Coast to bases in SoWestPac. Later, her runs were, in the main, to locations in the central Pacific. Wherever the main force of the Fleet was, there was Castor. By war's end she had made 20 major supply runs.

During her operations in 1946 and part of 1947, Castor visited many ports in the Far East, some of them ports no longer visited by U.S. ships—such as Tsingtao and Shanghai, China.

On 30 Jun 1947, as part of the post-war cutback, Castor was decommissioned and became a member of the San Francisco Group, Pacific Reserve Fleet. Since her commissioning she had cruised 246,354 miles.

As a result of the Korean conflict, Castor was again placed in commission. On 9 Mar 1951 she headed west and was soon making Fleet issues to units of the United Nations. Sasebo, Yokosuka, Inchon, Pusan—these were her main ports during her first year in Korea.

Castor departed Yokosuka for San Francisco on 17 Mar 1952, and was soon caught in a typhoon. Then trouble developed in her main reduction gears and she lay without power for 22 hours. After suffering damage, she was taken in tow and brought in to Yokosuka for repairs. On 4 Apr 1952, after more than 14 months of Far East duty, she passed under the Golden Gate Bridge. Then came more runs to the Western Pacific, with Subic Bay and Manila being added to her other ports.

Castor has had lots of variety in her duties. Consider some random dates. In August 1954 she was in Indochina, issuing supplies to ships evacuating war refugees. In April 1955 she was making underway replenishments to ships of the Formosa Patrol.

Early in 1956 Castor departed for the U.S. Then, in the San Francisco Bay area, came five months of overhaul and conversion. She emerged as the Navy's most advanced supply ship, ready to carry and issue general stores, electronic spares, ordnance spares, ship repair parts, clothing, medical and dental stores and petroleum products.

On 1 Aug 1956 Castor sailed west once again and her home port became Sasebo, Japan. Later, in October, it was changed to Yokosuka. Fleet issues of all types continue to be made and lots of miles continue to be steamed. It's nearly five years since Castor left the States, and she's just as likely to be

seen in an underway replenishment as in an in-port one.

There's no telling where she'll show up in the western Pacific. The Pescadores; Buckner Bay, Okinawa; Kobe, Japan; Subic Bay, P.I.; Hong Kong... they're all familiar to Ichiban.—Ed.

### Service Stripes and Rating Badges

SIR: I know silver rating badges are an authorized part of the uniform, but I wonder if the chevrons or service stripes have ever been made of silver. —J.A.R., MMC, USNR.

• To our knowledge, silver service stripes or chevrons have never been authorized. Scarlet or gold service stripes are worn on blue jumpers and blue CPO coats, and blue service stripes are worn on white jumpers and on white, khaki or green CPO coats.

Silver rating badges have, of course, long been authorized. These consist of silver eagle and specialty mark and also the stars on the E-8 and E-9 badges. Even the gold rating badges worn by PO1s, 2s, and 3s have a silver eagle and specialty mark.—Ed.

### Concurrent Travel Obligations

SIR: Does a person need two years' obligated service to travel concurrently with dependents from a West Coast ship to a Pearl Harbor-based ship?

Recently I was transferred to a Hawaii-based ship from a West Coast one and was told that I needed two years' obligated service to take my family with me.

My home was already leased and my household goods were en route to Hawaii, and I extended without question. Since then, however, I have come to question the ruling. Was it correct? —W.S., HM1, USN.

• From what you tell us, the ruling was incorrect. But, based upon other information available to BuPers, it was correct.

Records at BuPers indicate that although you were already in a one-year extension of your enlistment, you would



**SOUP'S ON** — Marine Corps GV-1 Hercules prop-jet aerial tanker refuels two A4D jet attack planes. The new tanker can be converted into a troop carrier.

have had less than one year to serve at the time your dependents would have arrived overseas. For that reason, you were required to extend for an additional year to be eligible for dependent travel to Hawaii.

Perhaps you didn't understand that you needed at least one year's obligated service after your dependents arrive overseas, not when you received orders.

This bit of information is found in Para. 5(a) of BuPers Inst. 1300.26A which says: "Transportation of dependents of personnel attached to ships . . . and other mobile units will not be authorized in any case unless such personnel will have a minimum of one year's obligated service, and can reasonably be expected to remain attached to the ship or unit for a period of one year, subsequent to arrival of dependents at the overseas location."—Ed.



**LISTENING IN**—Strange appearance of USS Grouper (AGSS 214) is due to sonar gear and special job with Navy's Underwater Sound Laboratory.





**LONG HAUL**—It took six months and 12 days to tow Dewey from Chesapeake Bay to the Philippines back in 1905-6.

### **The Ship with Four Lives**

SIR: One of the most unusual tows I know about happened back in 1905-06 when the drydock *Dewey* was towed from the Chesapeake Bay to the Philippines. I wonder if this is still the longest tow on record.

As I recall the story, in reminiscences by W. E. Rudolph, Sr., the third assistant engineer, it took six months and 12 days to tow the drydock 12,000 miles from Solomons Island in the Chesapeake to Olongapo in the Philippines.

The tow began on 28 Dec 1905. Many persons warned that the 11,000-ton drydock, which had no power or rudder of its own, would founder in the troughs. But the young crew aboard wasn't about to give up without a struggle.

When the *Dewey* convoy, which was made up of two Navy colliers, a supply ship and a tug, headed down the Bay at two knots, it was stretched out for nearly a mile. A hemp-wrapped steel cable went from the bow of *Dewey* to the collier *Brutus*. *Brutus*, in turn, had a line from her bow to the stern of the other collier, *Caesar*. I believe a third section ran from *Caesar* to either the tug *Potomac* or to the refrigerated supply ship, *Glacier*, which alternated with *Potomac*.

Six days out, after the ships had passed Bermuda, the wintery Atlantic began to cause a bit of trouble. The drydock pitched, rolled, and shuddered as three times the tow lines parted. Once *Dewey* floated helplessly for three days.

Finally, after considerable trouble, *Dewey* was again taken in tow, but *Glacier* was still unable to put food aboard. From what I have read, the

food got pretty terrible before *Dewey* was finally resupplied.

After weeks of pounding in the Atlantic, the convoy put into the Canary Islands on 23 Feb 1906 for repairs. Three weeks later it headed for Gibraltar.

Again during this lap, *Dewey's* lines parted in a hurricane, and she thrashed around unattached for some time before lines could again be secured.

From Gibraltar the ships went on to Malta and then through the Suez Canal. There, they were hit by a sandstorm which whipped in from the desert.

Except for the merciless sun in the Indian Ocean there was little more trouble as the convoy passed on to Singapore and then to Olongapo.

As far as I know, *Dewey* sank at Subic Bay in 1910, but was later raised by the Navy. She went down for the second time on 22 Jul 1941, but was later salvaged and used by the Japanese at Manila during World War II. *Dewey* went down for the last time when the American forces reoccupied the Philippines.

Do you have any more information about this drydock?—H.D.D., ex-USN.

• We have very little additional information. As far as we know, *Dewey* did sink some time before World War II, apparently of natural causes, at Mariveles, P.I. Later, as you say, she was raised and used by the U.S. Navy at Olongapo.

In July 1941, she was again taken back to Mariveles, and records here indicate that she was sunk on 9 Apr 1942 to prevent her capture by the Japanese.

The Japanese, however, raised *Dewey* and used her in Manila Bay until Sep-

tember 1944, when she was sunk in a raid by American bombers, off Cavite.

*Dewey* was never again raised. In recent years she has been demolished during harbor clearance.

You asked if this was still the longest tow on record. The Bureau of Ships tells us that at the time it did set a record, but since then, several tows have been longer.—ED.

### **Transfer to Fleet Reserve**

SIR: I would appreciate clarification of a couple of points concerning transfer to the Fleet Reserve and computation of service for retainer pay.

I reported to my present duty station on 1 Oct 1959 and completed 20 years of active duty on 9 Dec 1960. On 23 Jan 1961 I extended my current enlistment for two years in order to complete a normal tour of shore duty at my present station.

Here are my questions: First, can I transfer to the Fleet Reserve after I complete 21 years, 6 months and one day of active duty and still receive retainer pay for 22 years service?

Second, must I serve my entire extension, or can I request transfer to the Fleet Reserve before the two years are up in January 1963?—R.S.N., HMC, USN.

• As you know, there was some confusion last year over the business of whether or not "19 and six" could be counted as 20 years in computing service for pay purposes. This has been cleared up by SecNav Notice 1830 of 25 Nov 1960, which informed the Navy that the Comptroller General had ruled the fractional part of a year of six months or more could properly be counted as a full year in computing



service for pay upon transfer to the Fleet Reserve.

There is still, however, an important difference between the computation of "service for pay" and computation of "service for transfer to the Fleet Reserve."

"Service for pay" is figured in accordance with regulations set forth in Volume Four of the "Navy Comptroller Manual." Under these regulations, you cannot use constructive time in computing service for pay purposes. Your disbursing officer can set you straight on your service for pay, based on the information in your pay record.

If, on the date you transfer to the Fleet Reserve, you have acquired over 19 years and six months of "service for pay," you will be credited with a full 20 years' service for pay. Your retainer pay would be based on basic pay for an E-7 (\$350) which is the maximum pay for members in your pay grade. If you have less than 19 years and six months' service for pay, your retainer pay will be based on \$340, the basic pay for an E-7 with over 18 years' service for pay.

"Service for transfer to the Fleet Reserve" is computed according to Article C-13407 of the "BuPers Manual," and in this computation you do count constructive service.

In your case, if you complete 21 years, six months and one day of service for transfer to the Fleet Reserve, and if you have completed over 19 years and six months of service for pay, your retainer pay would be computed as: 22 (years service for transfer) x 2½ per cent x \$350 (the basic pay for an E-7 with 20 years' service for pay purposes). Thus, your retainer pay would come to \$192.50.

If you were to remain on active duty until you had completed 22 years and six months' service for transfer to

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four months in advance.

- *uss Hammann* (DE 131)—A reunion is scheduled at the home of CAPT Rodman D. deKay, 12 South Court, Port Washington, N. Y., on 29 July. For further details, write to Andrew S. DeSarle, 22 South St., New York 15, N. Y.

- *Pearl Harbor Veterans*—A reunion is scheduled for 7 December at the Ambassador Hotel in Los Angeles, Calif. For more information, write to Pearl Harbor Survivors Association, 1908A Redondo Beach Blvd., Gardena, Calif.

- *uss Yellowstone* (AD 27)—All personnel who served on board from June 1955 to January 1959 who are interested in holding a reunion may write to Frank John Guarino, Route 82, Box 487, Hopewell Junction, N. Y.

- *Squadron VR-2* — A reunion is planned for enlisted men who served with VR-2, NAS Alameda and Treasure Island, Calif., from 1942 through 1945, at a time and place to be designated by mutual consent. Those interested may write to Paul Portelli, 1046 West Hillsdale Blvd., San Mateo, Calif.

the Fleet Reserve, the formula would be 23 (years service for transfer) x 2½ per cent x \$350. On that basis your retainer pay would amount to \$201.25.

In no case is retainer pay less than

50 per cent of the basic pay being received at time of transfer.

Now, as to the other part of your question—your transfer to the Fleet Reserve will be authorized regardless of the amount of obligated service you have remaining on your enlistment or extension, provided you meet the qualifications outlined in BuPers Inst. 1830.1A. You would have to pay back the unserved portion of any reenlistment bonus you have received.—ED.

## Shark's Lineage

SIR: As a student of naval history, I was particularly interested in the January 1961 article on *Shark's* lineage (page 55).

Your information disagreed with the data I have on the second *Shark*. According to my file, *Shark II* was an 87-ton schooner purchased by the Navy on 17 Sep 1863 and used as a Fleet tender during operations at Charleston, S. C.

On 17 Jan 1865 this *Shark* was renamed *George W. Rodgers* and continued in service under that name until sold on 8 Sep 1865.

This information was researched from the Ship's Data volume of Official Records of the United States and Confederate Navies in the Civil War.—D. M. G., ET1, USN.

- The 87-ton merchant schooner *Shark*, to which you refer, is not included in the lineage because this *Shark* is the name of a merchant schooner purchased by the Navy at a prize court in New York. Her merchant name was not retained by the Navy. The Navy named her *uss George W. Rodgers*.

In this connection, it is well to note that the date 17 Jan 1865 is not the date the name *George W. Rodgers* was assigned. This date applies to the date of first commission.—ED.

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**INTERNATIONAL RACE**—Crew from the guided missile cruiser USS Springfield (CLG 7) loses to fast Lebanese navy crew in race in the Mediterranean.

#### Duties of Radarmen

SIR: At Radar "A" School we received the impression that RDs were going to take over all radar corrective maintenance. Since leaving the school, we've heard nothing further as to when we start making radar repairs. We would appreciate any information you have on this subject. — Radar Gang, USS Cabildo (LSD 16).

• *This problem has come before the Rating Structure Review Board several times. It has been decided to include in the RD rating only those maintenance functions which are outlined in NavPers 18068 "Qualifications for Advancement in Rating."*

Corrective maintenance is not taught extensively at the "A" School level, but is being covered in classes at the RM "B" School, and, to some extent, at the RD "B" School. At present, these courses are being expanded to strengthen the maintenance and repair capabilities of electronic equipment operators (RMs and RDs).

Your commanding officer can direct you to perform repair functions if you are qualified to do so, but, at the present time, no increase in corrective maintenance responsibilities is foreseen for RDs beyond those listed in NavPers 18068.—Ed.

#### Temporary or Permanent WO?

SIR: The directives which deal with requests for permanent warrant appointment (BuPers Notice 1120) and non-

disability retirement (BuPers Inst. 1811.1B) do not answer all the questions I have concerning these two subjects.

I was promoted to W-3 on 1 Jul 1960. My permanent rating is E-7. If I retire as a temporary warrant before I complete 10 years of commissioned service, will I be retired as an E-7, and immediately advanced to W-3 for pay purposes? If so, will I be affected by the Dual Employment Act, or the Dual Compensation Act? Also, what would be the advantages of requesting a permanent warrant appointment?—R.B.N., CWO3, USN.

• *Under Title 10, U.S. Code 1293, you have the option of retiring in either the permanent or temporary warrant grade you hold on the day before the day you retire (assuming you are not entitled to some higher grade for earlier service). Your retired pay will be based on the monthly basic pay to which you were entitled if you had served on active duty in your retired grade on the day before retirement, or, if the pay of that grade is less than the pay of any warrant grade held by you on active duty, the monthly basic pay of the warrant officer grade.*

*If you do retire in an officer (W-1 or above) grade, the Dual Employment Statute will apply. There are, however, exceptions to this general rule. You should request specific information from the Judge Advocate General, stating particulars as to agency involved, sta-*

*tute under which retirement will be effected, and the particular job or position under consideration.*

*The only specific advantage of accepting permanent warrant rank is the achievement of permanent versus temporary status in the event of cutbacks. It is emphasized, however, that there is no plan to curtail the careers of any warrant officers, permanent or temporary, short of normal retirement.—Ed.*

#### Duty Sections

SIR: In the February 1961 issue (page 28) is shown a calendar-like chart that indicates how the liberty sections should be rotated. The way I see it, though, the chart lists not the liberty sections, but the duty sections. Am I correct?—J.C.M., LT, USN.

• *Correct you are. And where the title over the chart now reads "Liberty Section," it should read "Duty Section."—Ed.*

#### Pre-Commissioning Duty

SIR: I received orders to USS Constellation (CVA 64) back in June 1960 while I was attending a 10-week aviation boatswain's mate school at Philadelphia, Pa. Before I had gone to school, I had been stationed at the Naval Air Station, Argentia, Newfoundland, for 18 months.

After the Philadelphia school, I went aboard USS Shangri-La (CVA 38) for two weeks' indoctrination, and then on to Receiving Station Brooklyn for duty CFO (Commissioning and Fitting Out) USS Constellation. I reported on 18 Jan 1961.

The ship is scheduled to be commissioned on 22 Oct 1961. What about this pre-commissioning duty? Is it shore duty or sea duty?—T.W.B., ABE2, USN.

• *If you were assigned "For Duty CFO Constellation," you are on shore duty. You may request that the Chief of Naval Personnel (Pers B21) give you sea duty credit for this period. Unless you initiate some action, however, you will remain in a shore duty status until the day the ship is commissioned.*

*If you had been issued TEMCFO (Temporary Commissioning and Fitting Out) type orders, you would be on sea duty. With this type of orders, your sea tour would have begun the day you reported to the building yard, if you had come from shore duty, or if you had come from sea duty, your sea duty would have been continuous.*

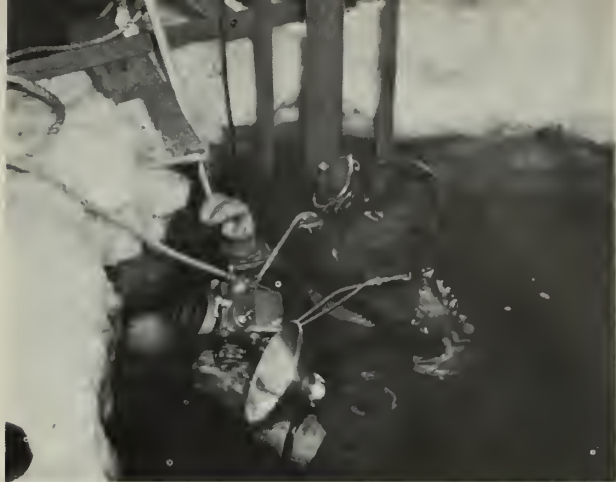
*For men like yourself, however, who were assigned "For Duty CFO" orders, the sea tour begins the day the ship goes into commission—that is, unless you get a waiver from this Bureau.*

*Even if you do get credit for continuous sea duty for this pre-commissioning detail, you will not be eligible for shore duty until after you have served at least one year aboard the ship after it has been commissioned.—Ed.*



**CHANGE OF SCENERY**—USS Wilhoite (DER 397) leaves Pearl Harbor for duty as weather picket ship in Operation Deep Freeze in the Antarctic Ocean.





THE HOLE THING—Ice melter device is readied for test. Right: A diver goes below to photograph bottom of ice.

## Ice-Melting Machine

IT MAY NEVER REPLACE icebreakers, but a new ice-melting device recently tested in the Antarctic could save a great deal of trouble for ice-bound areas of the world.

The device, called the Aqua-Therm, melts the ice by violently churning the water under it. During recent Antarctic tests, two 10-horsepower electric motors were submerged in 28-degree water to melt ice up to 10 feet thick. The relatively small motors moved the water at some 30 knots.

For actual operation, large motors would be needed, but the smaller 10-horsepower motors were used because they provided a suitable basis for calculations. Sixty-horsepower units are now available commercially.

During one test at McMurdo Sound a 10-horsepower unit was submerged to about 10 feet below

the ice surface. In something like eight days, an area 26 feet long and 80 feet wide was completely cleared of ice. In addition, another area more than 200 feet long and about 75 feet wide was reduced to a thickness of one or two feet from ice which earlier had been some eight feet thick.

A 45-foot-diameter hole was made in eight-foot ice during another experiment in that same area. During this test, some 7000 pounds of ice were cleared in about four and one half days.

Possible uses of such a device, if proved successful, would be to keep dock areas free from ice and, perhaps, even keep long channels like the St. Lawrence Seaway open.

Although a machine for clearing long channels hasn't yet been developed, indications are that a chain of motors spaced over a distance of

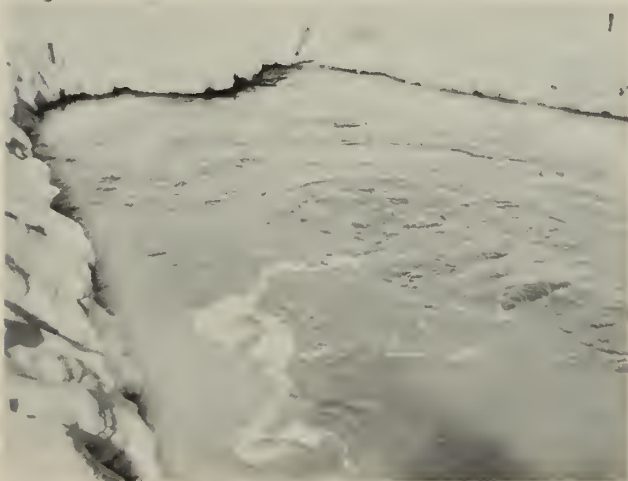


SEAL HOLE is measured before the start of ice melting experiments in ten-foot ice at McMurdo, Antarctica.

several miles has an eroding effect on ice which is greater than that of a machine operating independently.

Navy men who have seen the device work see many possibilities for it, but no steps have yet been taken to scrap any icebreakers.

THAW ENOUGH—New device starts melting process by moving 700,000 gals. of water an hour at speed of 30 knots.



Brief news items about other branches of the armed services.



**ICE GRIND** — Coast Guard icebreaker *Eastwind* clears channel in McMurdo Sound for Deep Freeze cargo ships.

SOME AIR FORCE planes will soon be fitted with an atomic clock so accurate that its maximum error would not exceed one second in more than 1200 years.

The aerial clock—its technical designation is Airborne Atomic Frequency Standard—is scheduled to become available for operational use next year. It will replace the numerous crystal oscillators presently used as frequency or time standards to calibrate airborne communications, navigation, guidance, fire control, computers and timing devices.

First of its kind to be developed, and weighing 62 pounds, the atom-powered frequency standard is so simple that only a single on-off switch is required to operate it. Operators of the unit will require no special schooling. No radiation hazard is involved in its operation.

★ ★ ★

THE U.S. ARMY has developed a new type of ammunition which has a completely combustible cartridge case. Although the casing is designed primarily for use in tank guns, its use in artillery weapons is already being tested. Ultimately the Army hopes to use the new cartridge case in all Army guns.

Composition of the new shell casing is classified.

The combustible case eliminates the need for expensive brass shell cases and lightens the weight of each shell. In addition, it will help solve two problems of tank firing that are not foreign to Navymen—the litter of hot shells and the noxious gases released inside the turret after each firing.

Conventional shell casings must be thrown out of the tank by loaders whose hands are protected by asbestos gloves. Fumes are removed from the turret by a ven-

tilation fan. The new casing not only minimizes gases released from fired ammunition, but leaves no residue in the gun tube after firing.

Up to 10 times lighter than a conventional brass case, depending on ammunition caliber, the combustible case will lead to improved storage, shipping and handling, and less gun-crew fatigue. It is less susceptible to handling damage such as dents and scratches, and, like conventional cases, will not explode if hit by bullets or shell fragments.

The new shell case has proved its effectiveness in a series of tests which followed five years of extensive research and engineering.

★ ★ ★

THE THOMPSON TROPHY, a traditional symbol of supremacy in speed flying, has been awarded to the crew of an Air Force B-58 bomber which set a new record of 1284.73 mph over a 1000-kilometer closed course.

The record flight was made last January at Edwards Air Force Base, Calif.

The Trophy was presented to Major Harold E. Confer, pilot; Major Richard H. Weir, navigator; and Captain Howard S. Bialas, defense systems operator. The three men fly with the Strategic Air Command's 43rd Bomb Wing, based at Carswell Air Force Base, Texas.

The Thompson Trophy was first presented in 1929 at the National Air Races in Cleveland. The winning *Travelaire* was clocked at 194.90 mph over a 50-mile closed course.

More recently, the trophy was awarded in 1959 to Air Force Major Joseph W. Rogers for his speed dash in an F-106A *Delta Dart* interceptor which set a world's record of 1525.95 mph.

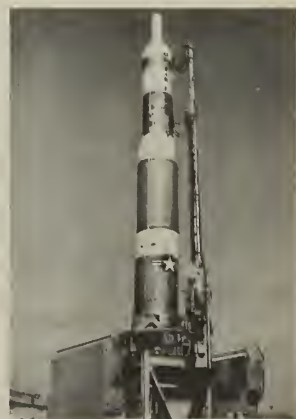
There was no Thompson Trophy event in 1960.

★ ★ ★

THE FAMILIAR 60-inch, truck-mounted searchlight of the U.S. Army is getting a more powerful little brother. Though it has only a 30-inch diameter, it has twice the range and intensity of the big job.

Also trailer mounted, the 30-inch light was developed by the Army's Engineer Research and Development Laboratories. Tests have been completed by the Artillery Board, Fort Sill, Okla.

The new searchlight utilizes a very-high-intensity,



**OFF AND ON**—SM-80 *Minuteman* missile launched by AF. Rt: *Titan* missile rises from underground silo.



liquid-cooled, carbon-arc mechanism in conjunction with a 30-inch reflector to produce 450 million peak beam candlepower with a beam width of 3.25 degrees. Not only can it be operated from a jeep-towed trailer, but it can be off-loaded by two men and operated from the ground.

Power for the searchlight is provided by a gasoline engine-driven, 400-cycle AC generator. The output of this is changed to DC by the use of silicon diodes. The searchlight can be operated continuously from six to nine hours. Extensive use of aluminum contributes greatly to the reduction in weight both of the light and the generator.

Indirect illumination of large battlefield areas is the primary role of an Army searchlight. This is achieved by aiming the light somewhat above the horizontal position. The downward scatter of light by particles in the atmosphere gives the indirect light. In the Korean fighting this procedure was brought to a fine art.

★ ★ ★

THE AIR FORCE's new Combat Operations Specialist Course is a multi-service one. Here, officer students from the Army, Navy, Marine Corps and Air Force learn a multi-service tactical doctrine. Conducted at the Tactical Air Command's Air-Ground Operations School, Keesler AFB, Miss., the course was established by the Department of Defense to meet the need for instruction on joint and combined operations. It covers a full range of aerial, ground, and amphibious doctrine.

Variety is also found in the instructors. Air Force instructors teach counter-air, air interdiction and close air support. Army faculty members teach the Army's weapons system, target selection and marking, and airlift and airborne operations. Navy and Marine officers give instruction in amphibious matters and in Navy-Marine air control systems and Navy weapons.

For general officers and senior field grade officers, the basic course is two weeks long. The basic course for other officers is three weeks long. Air Force and Army quotas are 32 each, while the Navy and Marine Corps quotas are four each. In each class there are six places for other U.S. officers and allied officers.

★ ★ ★

FISHING ANYONE? That's what airmen at Eglin Air Force Base (Fla.) have been saying more and more lately. The fishing there is great, and Egliners have an award to prove it.

Eglin has been selected as the first recipient of the General Thomas D. White Fish and Wildlife Conservation Award. Each year the award will be presented to the Air Force base which conducts the most outstanding conservation program.

The program has made steady gains. For example, in a recent 12-month period, the Air Force planted more than two million trees, stocked lakes and streams with more than a million fish, established 35,000 acres of seed plots for wildlife grazing, and restored more than 1500 acres of fishing waters by chemical control of vegetation and fish.



**DARK EYES**—Darkness is no obstacle to driver wearing infrared binoculars developed by Army Engineers.

Eglin's award-winning effort encompassed an 800-square-mile area of semi-tropical swamp, woodland, sand and waterways. There the airmen created 22 artificial lakes, stocked them with game fish, and cultivated some 200 two-acre plots to provide food for the Eglin deer population.

Now, the abundance of wildlife at the Eglin reservation backs up the base's claim to the White Award. Eglin's deer herd has grown from 2300 to more than 12,000, and colonies of duck, quail, boar and black bear flourish. And, of course, the fishing is great.

★ ★ ★

THE ARMY Engineer Research and Development Laboratories at Fort Belvoir, Va., have announced the development of a xenon (a gas, pronounced "zeenon") lamp which is equal in lighting power to 200 present-day 100-watt light bulbs and has a brightness two to three times that of sunlight. It has a rated capacity of 8000 watts.

The new light, which creates a luminous source approximately seven millimeters in diameter, was originally developed for powerful Army searchlight operations, but is expected to have numerous other military, space and commercial applications.

Xenon reportedly has it all over carbon arc lamps. The xenons are clean, easy to maintain, have no open flame, and have a life up to 1000 hours.



**LANDING CRAFT** from Coast Guard icebreaker *Eastwind* lands equipment on beach of Cape Adare, Antarctica.

# ★★★★★ TODAY'S NAVY ★★★★★



## Cargo—1000 Tons of Ice

The Navy icebreaker *uss Edisto* (AGB 2) had more than a little ice to break off her own rigging after battling her way through a week of violent storms in the Antarctic.

When she put into port at Lyttelton, New Zealand, *Edisto's* commanding officer reported plunging through 40- to 60-foot seas with winds blowing up to 90 knots. He said it was like sailing the ship down a street bordered by tall buildings, all of which were falling down on them. (*Edisto* was attempting to recover a fuel storage YOG, loaded with 200,000 gallons of aviation gas-

oline, adrift in McMurdo Sound.)

When *Edisto* lost her starboard propeller, RADM David M. Tyree, USN, Commander of Operation Deep Freeze, ordered the battered ship to return to New Zealand.

The icebreaker itself collected a coat of ice which was over six feet thick in places and weighed more than 1000 tons. The weight of the ice carried away a radio antenna and some of the rigging.

*Edisto* stayed in New Zealand for a week to rest her crew and do some preliminary work before shoving off for Hawaii for major repairs and replacement of her propeller.

## Eighteen Hours Under Water

There were dishpan hands aplenty in Underwater Demolition Team 21 after some members of that outfit completed an 18-hour underwater stint.

The UDT men did this in the interests of space travel, doing their part in a study of weightlessness—a condition experienced both in outer space and under water. The study took place at the Naval Air Development Center, Johnsville, Pa.

A call had gone out for underwater experts, and a dozen members of UDT-2, based at Little Creek, Va., volunteered. Led by their CO, LCDR W. H. Hamilton, they were: LTJG F. B. Bagnall; LTJG M. P. Lynch; LTJG M. S. Myers; L. T. Desautels, Jr., SMC; H. R. Williams, SF1; T. E. Blais, DM1; C. R. Watson, YN1; H. B. Collins, SK2; W. E. Burbank, SK3; J. C. Tipton, TM2; and G. E. Ball, QM2.

At Johnsville they submerged themselves in a plastic swimming pool heated to one degree below body temperature. They wore lead-weighted belts to keep them from bobbing to the surface. They breathed air pumped into individual breathing apparatuses and ate liquid food out of plastic bottles.

The purpose of all this was to build up an extended period of weightlessness. Then there came a sudden thrust of gravity—duplicating a situation astronauts would face upon returning to earth after space flight. The gravity thrust was simulated on the centrifuge.

The centrifuge ride was short, and the volunteers kept busy pushing buttons and talking, while scientists took notes.

By far the greater amount of time was spent under water, just building up "weightlessness time." The resourceful frogmen did more than merely drift around, however.

They played chess and checkers. They wrote notes on boards with grease pencils. They practiced their underwater sign language. They read pocket novels. (The pages don't stick together when the entire book is submerged.)

For awhile they had underwater

## YESTERDAY'S NAVY



On 5 Jul 1862 the Navy Department was reorganized by act of Congress creating Bureaus of Navigation, Equipment and Steam Engineering. On 9 Jul 1798 Congress authorized capture of armed vessels of France. On 14 Jul 1882 a detachment of 100 seamen and Marines landed at Alexandria, Egypt, to extinguish fires started by the British bombardment and to guard the American Consulate. On 16 Jul 1862 Congress established and equalized the grade of U. S. Navy line officers and created grade of rear admiral. On 25 Jul 1866 grade of admiral was created.



television. A TV set, encased in a plastic tank, was lowered into the water. A speaker followed, wrapped in a rubber glove. It proved entertaining for a little while, but soon lost its appeal, for the picture was blurry and the sound too faint.

### Photographing the Weather

Some Navy photographic planes are currently performing on the lower end of a unique "double-play." They're snapping the same pictures from 50,000 feet up as those recorded by our *Tiros II* weather satellite from its 400-mile-high vantage point. And, between them, the satellite and the planes of Light Photographic Squadron 62 are helping the U. S. Weather Bureau to make more accurate advance storm warnings.

*Tiros II* has been steadily transmitting TV pictures of the earth's cloud cover back to earth since its successful launching by the National Aeronautics and Space Administration in November 1960. Going around the earth in a near-circular orbit 400 miles up, it is equipped with a narrow-angle telephoto lens which covers a 75-by-75-mile section of the earth's surface, and a wide-angle lens which photographs an area 750-by-750 miles. Its pictures are produced on a small scale, however—and that's where VFP-62 comes in.

On several occasions, at the request of the Weather Bureau's Meteorological Satellite Laboratory, VFP-62 planes have photographed a 400-to-500-mile-long portion of *Tiros II*'s track within minutes of its passage overhead.

On these satellite-tracking missions, VFP-62 planes carry three cameras, each fitted with a one-and-a-half-inch focal length lens, and installed in a tri-metrogon configuration. Basically, this means that one camera is aimed straight down to take a vertical photograph, while the other two are placed to the right and left to photograph the passing horizon.

VFP-62's pictures cover only about 12 miles by 50 miles of the earth's surface, but, since they are on a much larger scale, they supplement *Tiros II*'s images in aiding forecast analysis.

All of the missions thus far have been flown over the southeastern U. S. The first extended from just southeast of Cincinnati, Ohio, to a point at sea off Cherry Point, N. C.; a second reached from the vicinity



**SINGING** — The Navy Wave Chorus, an unofficial group of enlisted women who stage song fests after work hours, pose with head of Waves.

### Navy Waves Chorus Hits High C's

The Navy Waves Chorus, which is an unofficial, after-hours group of about 25 young Navy women who serve in the Washington, D. C., area, may travel west in July to perform at the National Waves Reunion in Los Angeles.

It would be the first appearance by the chorus outside of Washington, where, since being organized last August, it has staged polished song-fests before many business and government organizations.

The choir has been the recipient of many compliments and requests for repeat performances, although

only two members of the group have received formal music training. LTJG Nancy Holway, the choir's director, received a Bachelor of Arts degree in music education, and the accompanist, ENS Ellen Glenn Lightsey, a BA degree with a major in piano. (Another Wave officer, ENS Sarah J. Watlington, serves as the choir's assistant director and business manager.)

Regular rehearsals (twice a week, after working hours) are credited with keeping the vocally-inclined Waves in good voice.

of Paducah, Ky., to Beaufort, S. C.; a third covered a track from western Georgia over Jacksonville, Fla., to some 250 miles out to sea near the Cape Canaveral warning area; while the fourth, and most recent, originated in the Gulf of Mexico west of Key West, Fla., and ended at sea northeast of Vero Beach, Fla.

VFP-62 is based at, and operates out of, NAS Cecil Field, Fla.

### Flying Wind Tunnels

Navy airships have been pressed into service as—of all things—flying wind tunnels. They are used for testing models of vertical rising and short takeoff and landing (VTOL-STOL) aircraft.

There has been very little information available on low speed aerodynamics because of the difficulty in using standard wind tunnels for tests. Large powered tunnels are

necessary and very few of those in existence meet requirements.

Regular wind tunnels are not usually designed to simulate low speeds. Attempts to modify the tunnel design had been both unsatisfactory and expensive.

Professor D. C. Hazen, of Princeton University, discovered that the steady speed and freedom from vibration, pitch and yaw made the 285-foot ZS2G-1 and the larger ZPG-2 airships at Lakehurst, N. J. usable for testing VTOL-STOL models for control and stability by hanging them beneath the airship's gondola on a retractable 33-foot-long strut.

Models with wing spans up to 10 feet and fuselages up to 14 feet in length have already been tested and, probably, models twice as long can be handled. Weather seldom hampers the program, so flights can be scheduled throughout the year.



**SOFT TOUCH**—Rubber fenders are the latest thing for Navy tugs. Here, YTB 181 sports new gear on sides and front while other is still arrayed in old type.

### New Fenders for Tugs

The familiar sections of old tires or heaps of rope puddening, which for years have been hung from tugs to cushion the impact produced when contact is made with other ships, may soon be mementos of the past.

A more streamlined, all-rubber fender design, which offers a longer life and higher resistance to rot, has been approved for Navy use by the Bureau of Ships.

The fenders are coming out in a variety of sizes, depending on the projected service of individual tugs.

Already decked out with the cushions are four East Coast tugs, *Pontiac* (YTB 756), *Oshkosh* (YTB 757), *Paducah* (YTB 758), and *Bogalusa* (YTB 759).

These ships were fitted at the bow with seven sections of various lengths, the longest of which was 19 feet. Their stern cushions are 10-by-12-inch sections which are built out from the hull and curve around in a 100-degree arc. Smaller, round pieces provide lateral protection, while all the sections are secured to the ships with chains.

### Navy Chief Wins Edison Award

An Edison Award Special Citation has been bestowed upon Donald Johnson, Petty Officer-in-Charge of the 12th Naval District Reserve Master Control Radio Station. The citation was for educational service

and for his work with the blind.

Chief Johnson, a naval veteran of 22 years, holds radio and electronics classes for pupils of both sexes, ranging in age from nine to 70.

Johnson was specifically cited for his work with a class which he organized to teach Explorer Boy Scouts.

His work with the blind was instituted at the Lighthouse for the Blind, where he taught the fundamentals of circuits by using a light thread which he had sprayed with plastic to give it body. Nine of 11 of his blind students now hold amateur radio operator licenses. A radio station has been built through Johnson's efforts for these amateurs.

Chief Johnson doesn't stress his naval background, but most of his students who have military obligations go Navy.



**CHIEF DONALD JOHNSON** operates controls used to switch code machines to various code tables in radio school.

### Rochester into Reserve Fleet

One of the Navy's veteran cruisers has been placed out of commission after more than 14 years' continuous service. *uss Rochester* (CA 124), formerly a member of the Pacific Fleet's Cruiser-Destroyer Force, has joined the Pacific Fleet Reserve Group at Bremerton, Wash.

Commissioned 20 Dec 1946, the *Rochester* was first assigned to the Atlantic Fleet, and in 1948 was the flagship of the U.S. Sixth Fleet. After the outbreak of the Korean hostilities in 1950 she joined the Pacific Fleet.

*Rochester* was the last of the three modified *Baltimore*-class heavy cruisers to go out of commission. The first of the three-ship class, *Oregon City* (CA 122), was laid up in June 1947, not long after her commissioning. The second, *Albany* (CA 123), was decommissioned in 1958—but only for conversion work. She is scheduled to rejoin the Fleet, not as a heavy cruiser, but as a guided missile cruiser — with the designation CG-10.

The inactivation of *Rochester* is part of a continuing program of placing older ships in Reserve status as new or modernized ships join the active Fleets.

### Project Advent

Now under development by the Department of Defense is a satellite of a somewhat unusual nature. It will be a hovering (or fixed-orbit) type, maintaining for a long period a relatively fixed position at a point 19,373 nautical miles above the earth. In that position it will be in a direct line of sight from all points of the earth on an 11,300-mile circle centered directly beneath the satellite. There it will be a key link in a system of high-capacity, instantaneous, radio communication—Project *Advent*.

The *Advent* satellite will contain miniaturized receivers and transmitters. It will receive a signal from one station on earth, amplify it, change the frequency as necessary, and then transmit it to another earth station. Both radio-teletype and voice broadcasts will be handled.

Under BuShips direction, a World War II Victory ship, now in mothballs, will play an important role in the research and development phases of Project *Advent*. The ship is to become a Military Sea Transportation Service (MSTS) ship. It will have a detachment of Navymen



aboard, chiefly electronics technicians. The Navy detachment will maintain and operate the communications equipment.

The ship will be a mobile earth station—in contrast to two fixed earth stations manned by the Army, one on the East Coast and the other on the West Coast. As a mobile station, the ship can test the system from numerous locations, providing data on fringe-area reception, propagation characteristics and system security.

The first of the hovering satellites—a research and development version—in Project *Advent* is expected to be launched early in 1963. During the launching, the Navy's Pacific Missile Range will provide instrumentation support. If this is successful, a whole series of hovering *Advent* satellites is expected to follow.

### Recognize This Fish?

Don't be surprised if one of these days you see a 300-foot fish pop out of the ocean or moor at your home port.

It is probably the research submarine *uss Grouper* (AGSS 214), which has taken on the appearance of a large, three-finned sea monster. *Grouper* is actually quite harmless.

Her strange appearance is due to the unusual service she performs. The three topside fins, which are actually complicated sonar devices, were added to the sub in 1959 when she was converted to an auxiliary status for work in underwater sound experiments.

Her forward torpedo room is now a workshop for scientists from the Underwater Sound Laboratory, New London, Conn., who are always on board to conduct experiments with noises of the deep.

*Grouper's* work takes her away from New London many times each year on Atlantic tours which range in length from six to eight weeks.

Although *Grouper* (named for a salt-water fish) is one of the Navy's most advanced floating laboratories, she is also one of our oldest active ships.

Commissioned in February 1942 at Groton, Conn., the sub participated in 12 Pacific war patrols during World War II, was credited with sinking 23,000 tons of enemy shipping, and rescued nine downed aviators.

In 1946, says *Grouper's* history, the first submarine combat information center was installed in her forward



**WHAT ME WORRY?** Young Midway Island gooney bird lives up to its reputation as it sits undisturbed near Seabee, J. C. Arnold, EO1, during maneuvers.

ward battery compartment.

The history also credits *Grouper* with becoming the first killer submarine. She was converted to SSK from the *Gato*-type SS class in 1950, and received her present classification in June 1958 when she was assigned to USL.

### Midway's Adopted Son

When *uss Midway* (CVA41) sails into the fragrant harbor of Hong Kong, she knows her 14-year-old adopted son will be on the pier to welcome her.

Pan Ia Long, the child of refugees from Communist China, was adopted by the ship's crew two years ago on *Midway's* first visit to Hong Kong. The boy was placed in a local welfare center.

Last year when *Midway* was in Hong Kong, the boy's foster parents found him in thriving good health



**CARRIER BOY**—Adopted son of USS *Midway* (CVA 41) is greeted by ship's skipper in Hong Kong with part of goods collected for needy refugees.

and doing well in his studies at school.

The 3700 officers and men of *Midway* expect to continue supporting the lad until he completes his education or until his refugee parents can take over his support.

The 62,000-ton carrier also delivered more than 2000 pounds of clothing, books and medical supplies to representatives of charitable organizations in a brief shipboard ceremony.

The goods were donated by *Midway's* crew and San Francisco and Bay Area charities to be turned over to missionaries of all faiths in Hong Kong as a part of Operation Hand-clasp.

### Ten Ton Radar

One of the largest seagoing radars ever developed is soon to go to sea. Called the AN/SPS-38, the 10-ton system is currently undergoing final tests. To be installed aboard cruisers and radar picket destroyers, it is designed to frustrate enemy attempts to jam it, and to furnish early warning against an air attack.

The new radar's 40-foot aluminum antenna rotates a full 360 degrees—a design which will permit tailoring of the radar beam pattern to the most advanced search techniques. Inside the antenna, an ensemble of 150 horns will beam and collect signals which could pinpoint an aerial invader hundreds of miles away. Also inside is a plumber's maze of pipes—transmission lines to carry waves to and from the many horns.

Key to the system's extended range and added flexibility is a newly-developed type of power tube, which will boost output, yet maintain operational stability.



## Des Moines Retires

uss *Des Moines* (CA 134) has come home to retire. The 17,000-ton heavy cruiser is scheduled to be decommissioned at Boston, Mass., this summer. She was commissioned in Boston on 16 Nov. 1948.

It is just short of 13 years that this sleek, gray cruiser is calling it quits. During that period she has spent much of her time in one or another of the key areas of the world, ready, just in case.

*Des Moines* was flagship of the U.S. Navy's Sixth Fleet in the Mediterranean six times in those 13 years.

Most of these flagship tours were for a few months, but the last one is claimed as a new record for Sixth Fleet flagships. *Des Moines* carried the boss of the Sixth Fleet for 33 consecutive months.

There were a good many crises in the nearly three-year stint as flagship, including the trouble in Lebanon during 1958.

*Des Moines* was in company with other Sixth Fleet ships which anchored off the coast of that country at the request of the Lebanese government. U.S. Marines from the heavy cruiser landed in Lebanon to help keep the peace. After about a month the crisis was ended, and *Des Moines* returned to regular operations with the Sixth Fleet.

During her last 33 months in the



SIGNALMEN hoist 'homeward bound' pennant of USS *Des Moines* (CA134) before ship's arrival in Norfolk.

Med, *Des Moines* visited ports in Spain, France, Italy, Greece, Lebanon, Yugoslavia, Corsica, Algeria, Gibraltar, Malta, Sardinia and Sicily.

Sometimes, entertainers such as Spanish dancers or Italian mandolin players came aboard and performed for the crew. *Des Moines* also entertained, but most of this was for the hundreds of children who were invited aboard at almost every port.

This ship has also entertained many official visitors. These included Queen Elizabeth of England, King Paul and Queen Frederika of

Greece, Prince Albert of Belgium, Prince Rainier and Princess Grace of Monaco and Archbishop Makarios of Cyprus.

In December 1959, *Des Moines* carried President Eisenhower from Athens, Greece, to Toulon, France, at the close of the President's tour of Europe and Asia.

In 1960 *Des Moines* sailors saw the Olympic Games and also took part in celebrations in Lisbon, Portugal, which honored Prince Henry the Navigator.

Good will was only part of *Des Moines*' mission during her nearly three years in Mediterranean waters. *Des Moines* was an active participant in numerous NATO exercises during her cruise as Sixth Fleet flagship, in addition to taking part in such Fleet operations as *Green Swing*, *Monsoon*, and *Flashback Setback*.

In 37 months (33 of which were with the Sixth Fleet) overseas the heavy cruiser consumed 23,366,468 gallons of fuel and conducted 158 fueling operations. It took 35 replenishment exercises to keep the crew well fed while the ship cruised 173,000 miles.

All this was ended on 14 Dec 1960 when *Des Moines* moored at Palermo, Sicily, to switch the Sixth Fleet's flag to the guided missile cruiser *uss Springfield* (CLG 7).

For *Des Moines* it was something like the older man turning over a company to a younger man with modern ideas and equipment. *Des Moines* still had conventional weapons, while *Springfield* is the first guided missile cruiser to serve as Sixth Fleet flagship.

When all the fling cabinets, equipment and personal gear which go with the flag personnel had been switched to *Springfield*, *Des Moines* was ready to cross the ocean for what may have been the last time.

*Des Moines* is scheduled to hang up her hat at Boston.

## Advanced Aircraft Base Ship

uss *Alameda County* (AVB 1) will lose her distinction as the Navy's only advanced aircraft base ship next year when *Tallahatchie County* (LST 1154) is placed in commission as AVB 2.

The versatility of this unusual type of ship has been demonstrated by *Alameda County* many times since December 1955 when she was assigned to the Mediterranean area

**HEADING HOME**—Heavy cruiser USS *Des Moines* (CA 134) is seen on cruise home to end 37-month tour as Sixth Fleet flagship in Mediterranean.





with Naples, Italy, as home port.

Although many of her missions have been simulated war exercises, others have been in actual support of naval operations. For example, during the 1956 Suez crisis, she activated the airstrip at Suda Bay, Crete, and each day handled an average of 51 takeoffs and landings as UN emergency forces were shuttled into the trouble zone via Suda.

In 1959, when the Sixth Fleet landed Marines in Lebanon, *Alameda County* was again operating at Suda Bay. She was the closest advanced base to Lebanon, so was called on to service, feed and house aircraft squadrons until the final division of Marines was ordered out of the area.

Originally commissioned as LST 32 in 1943, *Alameda County* received her present status in 1955 when a major conversion operation provided berthing and messing facilities for the extra 325 men who are needed for advanced base operations. Some of her ballast tanks were modified to stow ordnance, others for storing aviation gas. Extra evaporators were installed to provide water for the increased crew, and a jumbo boom was added to handle two LCMs, a rearming boat, and a bowser boat (for fueling), all of which are required to support seaplanes.

*Alameda County* is not limited to servicing aircraft. She can set up



IN AND OUT—Rayford Alexander, SM1, USN, casts an approving eye at incoming mail box containing chief's hat he will don in near future.

seadromes and build airports as well.

*Tallahatchie County* is an LST of more recent vintage. Commissioned in 1949, she is one of only two steam-powered LSTs that were ever constructed. She will probably be assigned to the East Coast when her conversion to AVB status is completed next year.

#### Portable Movie Theater

Something rather special has been added at the dependents' clinic of the Naval Hospital, Corpus Christi, Texas. It's a "pseudo TV set." The

instrument, which resembles a huge TV set, is actually an inexpensive, self-operated, cabinet-type movie projector that projects images on the inside of an opaque white screen in front of the cabinet.

The projector is fed films continuously without rewinding, for constant showing of Navy films in the dependents' clinic. So now, while waiting for the doctor, Navy wives and their children can get a better idea of the purpose of their husbands' or fathers' organization.

### Thirty-three Hundred Salutes

If ships of the Continental Navy had fired as many gun salutes as *uss Des Moines* (CA134) did during a recent tour in the Mediterranean, they probably would have run out of gunpowder.

*Des Moines'* two 6-pound saluting batteries sounded off more than 3300 times during the 33 months she served as 6th Fleet flagship. That's a lot of noise.

Because of powder shortages in the old Navy, warships generally fired only seven rounds while making a gun salute. When gunpowder was not so hard to come by, the number of guns for the naval salute was raised to 21. By common agreement the international salute of all nations is now 21 guns.

Many of the notables who visited *Des Moines* were of sufficient rank to rate the 21 guns which are reserved for Presidents, ex-Presidents,

Presidents-elect, royalty and other chiefs of state. Nineteen guns are rendered to a larger number of dignitaries, depending on their rank or position (SecDef, SecNav and CNO rate 19 guns; an admiral receives 17; vice admiral, 15; and rear admiral, 13).

The firing procedure for *Des Moines* saluting batteries is similar to that required for bigger guns. Four men are needed — a loader, passer, lanyardman, and hot-shell man. Projectiles are never fired by the saluting batteries, as the guns are used exclusively for making noise and smoke in honor of high-ranking visitors.

The officer in charge of the two saluting batteries (port and starboard, near the bridge) personally times the intervals between shots to make sure they are always uniform. The crews of both guns can load in

less than two seconds, and follow up a misfire by the alternating gun so fast the average spectator will never know a charge failed.

The batteries receive careful handling. After being fired the guns are disassembled, and each part is thoroughly inspected and cleaned by armory specialists.

To signify her saluting battery efficiency, *Des Moines* was awarded a white "E" last December after she was relieved as 6th Fleet flagship by *uss Springfield* (CLG 7). She displayed the E on both saluting batteries until returning to the U.S. last month. The award was the first of its type ever won by a 6th Fleet ship.

*Des Moines* also displays a red E on her stack for engineering proficiency and white E's on two 8-inch turrets for outstanding gunnery. The cruiser is now dry dock before going into the Reserve Fleet.



WINNING FORM—L. O. Brown, CS1, readies pork chops on USS *Galveston* (CLG3), COMCRULANT '61 New Award winner; A. L. Wymola, CSCA, watches.

### Ney Awards for 1961

Outstanding general messes ashore and afloat were nominated as finalists in the 1961 annual Ney Memorial Awards competition. The best general mess in each of 39 operating commands was selected. Out of these 39 semi-finalists, the Awards committee chose six finalists.

USS *Courtney* (DE 1021), of COMDESLANT; *Galveston* (CLG 3) of COMCRULANT; and *Henrico* (APA 45) of COMPHIBPAC were the afloat finalists.

Naval Air Station, Patuxent River, Md., representing Commandant, Potomac River Naval Command; the Naval Security Group Activity, Kami Seya, Japan, under Commander, U. S. Naval Forces, Japan, and the Naval Submarine Base, Pearl Harbor, Hawaii, under the Commandant, 14th Naval District, were the ashore finalists.

These six finalists have been visited by the Awards committee, and the ashore and afloat winners are due to be announced early in July.

The Ney Memorial Awards Program was established in 1958 by the Secretary of the Navy as a means of honoring those U. S. Navy general messes considered outstanding in the preparation, management and service of food. The program commemorates the late Captain Edward F. Ney, SC, usn, World War II Director of the Subsistence Division of BuSanda.

The Awards Program is jointly sponsored by the Food Service Executives' Association (formerly the Ex-

ecutive Stewards' and Caterers' Association)—national non-profit educational and fraternal organization.

Winners will receive bronze trophies to be awarded at the FSEA convention in Detroit, Michigan, during August 1961. Runners-up in each group will be entitled to send a commissary representative to the Culinary Institute of America, Inc., for

a course in intermediate cookery sponsored jointly by FSEA and the BuSanda Subsistence Division.

Past Ney Award winners are USS *Franklin D. Roosevelt* (CVA 42) and the Naval Station, Guantanamo Bay, Cuba, in 1958; USS *Paul Revere* (APA 248) and the Naval Communications Facility, Kami Seya, Japan, in 1959; USS *Saint Paul* (CA 73) and the Naval Station, Guantanamo Bay, Cuba, in 1960.

Of the 1961 finalists, all except *Henrico* have won honors in past competition. *Courtney* was a semi-finalist in 1960; *Galveston* was a 1959 semi-finalist and was runner-up in 1960. NAS Pax was a 1958 semi-finalist, as was Sub Base Pearl, in 1959 and 1960. Kami Seya was a 1959 winner and a 1960 semi-finalist.

### Sign Language for Motorists

Servicemen stationed in foreign countries are sometimes involved in automobile accidents because they do not understand the local road signs.

In Naples, Italy, steps have been taken to correct this situation, and a lot of the credit goes to Seabee Robert C. Williams, EO1. Similar efforts at other overseas stations would pay off too.

Williams, who serves at the motor

### Outstanding Messes Nominated for 1961 Ney Awards

#### AFLOAT

USS *Amphion* (AR 13)  
USS *Antietam* (CVS 36)  
USS *Bluebird* (MSC 121)  
USS *Charr* (SS 328)  
USS *Courtney* (DD 1021)  
USS *Excel* (MSO 439)  
USS *Frontier* (AD 25)  
USS *Galveston* (CLG 3)  
USS *General W. A. Mann* (T-AP 112)  
USS *Henrico* (APA 45)  
USS *Hermitage* (LSD 34)  
USS *Howard W. Gilmore* (AS 16)  
USS *Independence* (CVA 62)  
USS *Interpreter* (AGR 14)  
USS *Jason* (AR 8)  
USS *Searcher* (AGR 4)  
USS *Yorktown* (CVS 10)

#### ASHORE

U. S. Naval Administrative Unit  
Lake Mead Base  
Las Vegas, Nevada  
U. S. Naval Air Station  
Corpus Christi, Texas  
U. S. Naval Air Station  
Glynco, Brunswick, Georgia  
U. S. Naval Air Station  
Johnsville, Pennsylvania  
U. S. Naval Air Station  
Moffett Field, California

#### COMMAND

COMSERVLANT  
CNATRA  
COMINLANT  
COMSUBPAC  
COMDESLANT  
COMINPAC  
COMCRUDESAC  
COMCRULANT  
COMSTSPACAREA  
COMPHIBPAC  
COMPHIBLANT  
COMSUBLANT  
COMNAVAIRLANT  
COMWESTSEAFRON  
COMSERVPAC  
COMSEASTSEAFRON  
COMNAVAIRPAC

#### COMMAND

11ND  
8ND  
6ND  
4ND  
12ND

U. S. Naval Air Station  
Oceana, Virginia Beach, Va. 5ND  
U. S. Naval Air Station  
Patuxent River, Maryland PRNC  
U. S. Naval Air Station  
Olathe, Kansas 9ND  
U. S. Naval Air Station  
Seattle, Washington 13ND  
U. S. Naval  
Communication Station  
Guam, Marianas Islands COMNAVMIANAS  
U. S. Naval  
Disciplinary Command  
Portsmouth, New Hampshire 1ND  
U. S. Naval Mobile  
Construction Battalion  
Kubasaki, Okinawa COMCBPAC  
U. S. Naval Radio Station  
Farfan, Canal Zone 15ND  
U. S. Naval Security  
Group Activity  
Kami Seya, Japan COMNAVFORJAPAN  
U. S. Naval Station  
Annapolis, Maryland SRNC  
U. S. Naval Station  
Argentina, Newfoundland COMSERVLANT  
U. S. Naval Station  
Kodiak, Alaska 17ND  
U. S. Naval Station  
Roosevelt Roads, Puerto Rico 10ND  
U. S. Naval Station  
Sangley Point,  
Philippine Islands COMNAVPHIL  
U. S. Naval Submarine Base  
New London, Connecticut 3ND  
U. S. Naval Submarine Base  
Pearl Harbor, Hawaii 14ND  
U. S. Naval Support Activity  
Naples, Italy CINCUSNAVEUR



pool of Headquarters, Allied Forces Southern Europe, and Army Major John L. Walker, Assistant Transportation Officer, who conceived a visual driver's program, felt better training in foreign road-sign recognition would enable Navy motorists to avoid accidents.

To prove this, Williams constructed a training aid to test the 100 drivers assigned to the AFSouth motor pool.

The training aid centers around 50 international road signs, and includes a simulated town that is complete with curves, rail tracks, miniature cars, trucks and even horse-drawn carts.

After four months in operation, the program has been credited with producing a marked decrease in accidents that involve motor pool drivers, compared with similar periods of past years.

To complete the Williams Driving Test successfully, the motor pool's 40 Navymen and 60 Italian employees must show they can recognize at least 48 of the 50 international road signs. Once they understand the meaning of the signs, they must answer questions about what they can or can't do in traffic situations simulated on the mock-up.

The road test includes backing, signaling, leaving the curb, passing and many of the unusual situations you can meet while driving on crowded roadways.

Completion of the program does not in itself make non-drivers eligible for a license. It does, however, qualify headquarters personnel for renewed licenses once their old ones expire.

The instructors also test men seeking to upgrade their licenses to include vehicles of a different type.

## Quicker Than a Flash

Photographing high-speed, split-second action has long had certain shortcomings. Negatives exposed with chemical flash lamps and flash bombs contain only a few properly exposed frames.

Those properly exposed were in the photo-systems mid-intensity light range. Other frames were either underexposed because of the weakness of light at the beginning and end of the system's flash—or they were overexposed when the flash reached its peak brilliance. Added to these difficulties was the system's afterglow, which caused a number of frames to be double-exposed.



**WINNER**—ENS R. C. Harvey, SC, USNR, receives first place award in All-Navy Cartoon Contest from VADM W. R. Smedberg, III, USN, Chief of NavPers.

Such shortcomings are being met with a self-shuttering, high-intensity electronic flash device developed at the Naval Ordnance Laboratory, White Oak, Md. It is a gaseous discharge tube coupled with an artificial transmission line made up of a number of capacitors.

The flash instantaneously reaches and holds the peak intensity of 10 press-camera flashbulbs before turning off. It does this without an afterglow. When the flash unit is used in a missile test, its charged capacitors are discharged—which allows alternating current first to race back, and

then to race forward through the transmission line. This action keeps the tube's arc burning evenly for three one-thousandths of one second. Then the voltage across the discharge tube abruptly drops to zero, causing the light to cease shining immediately without an afterglow.

During the time the missile model is illuminated, a high-speed camera takes 82 equally-exposed pictures as it reacts to a shock wave.

The new flash device was designed by employees of the Gas Dynamics Division of NOL's Ballistics Department.



**FUNNY BUSINESS**—Judges for All-Navy Cartoon Contest look over crop of entries for '61. (l. to r.) LTJG H. H. Sullivan; H. C. Jordan, BM2; LT W. O. Eastwood (SC); LCDR(W) K. D. Chalmers; J. Seman, YNC; and W. J. Miller, JOCM. The winning cartoons for 1961 were published in May issue of ALL HANDS.

# THE WORD

## Frank, Authentic Advance Information On Policy — Straight From Headquarters

### • SPACE & ASTRONAUTICS COURSE

— A Space and Astronautics Orientation Course, designed to give senior officer and civilian personnel a better understanding of this new technology, its application to naval warfare, and its important role in national defense, has been established at the U.S. Naval Missile Center, Point Mugu, Calif.

Of four days' duration, the new course is in consonance with the Navy's global mission, and emphasizes the significant impact of astronautics on sea power. It is primarily aimed at those senior officers who have not had the opportunity to gain knowledge of astronautics and our current space programs. A highlight is a visit to the space vehicle launch and control facilities at the Point Arguello Naval Missile Facility and Vandenburg Air Force Base.

Eligible for the course are Navy commanders and above; Marine Corps lieutenant colonels and above, and civilian employees of the grade of GS-13 and above. Exceptions may be granted upon request to CNO (Op-54), in cases of officers and civilians junior to these who occupy key billets or billets concerned with astronautic matters.

One to three classes will be held each month. Specific convening dates will be published in periodic Opnav Notices. Attendance quotas will be apportioned through these notices to the Executive Office of SecNav; the Commandant of the Marine Corps; Fleet commanders in chief, and the chiefs of the bureaus. A small quota will also be retained by CNO. Your request for attend-

ance at this course should go to one of those commands, as appropriate. A Top Secret security clearance is required.

Information concerning this course is contained in OPNAV Inst. 1500.15 of 14 Apr 1961.

• **THE WORK'S THE SAME** — The title of Limited Duty Officer (Aviation Electronics) has been changed to Limited Duty Officer (Avionics).

The new name does not change the qualifications or duties of officers in this LDO category. It was done to bring the name in line with current terminology.

• **SUB TRAINEES NEEDED** — Now is the time to get into the submarine service if you're interested. The Secretary of the Navy has put out an urgent call for volunteers.

In explanation of the need for submariners, SecNav states: "The majority of personnel entering *Polaris* and submarine nuclear power training programs enter such training programs from the operating submarine forces. In order for the submarine forces to continue to support these programs so vital to our national defense, additional volunteers are needed for the Enlisted Basic Submarine School."

There is a special need for enlisted men in the EN, MM, ET, IC, EM, TM, FT and GS ratings in pay grades E-4 through E-6, as well as designated strikers. In addition, in the TM, ET, and GS ratings personnel in pay grade E-7 are also eligible for Basic Submarine School.

Other eligibles include: HMs in

pay grades E-5, E-6, and E-7; E-4s, E-5s and E-6s in the ratings of QM, SM, RM, YN, CS and SD; SK2s and SK1s; in addition to SN, SA, FN, FA, TN and TA. QMSNs and SMSNs are also needed.

Volunteers who are now homeported in New London, Conn.; Norfolk, Va.; Charleston, S.C.; Key West, Fla.; San Diego, Calif., or Pearl Harbor, Hawaii, may return to their present home port for duty aboard a submarine after graduation from Sub School if funds and service requirements permit.

To be eligible for assignment to initial submarine training, an enlisted man in one of the above ratings must meet the following qualifications:

- Have 24 months' active obligated service commencing with the convening data of the class to which ordered.

- Be a volunteer for sea duty in submarines.

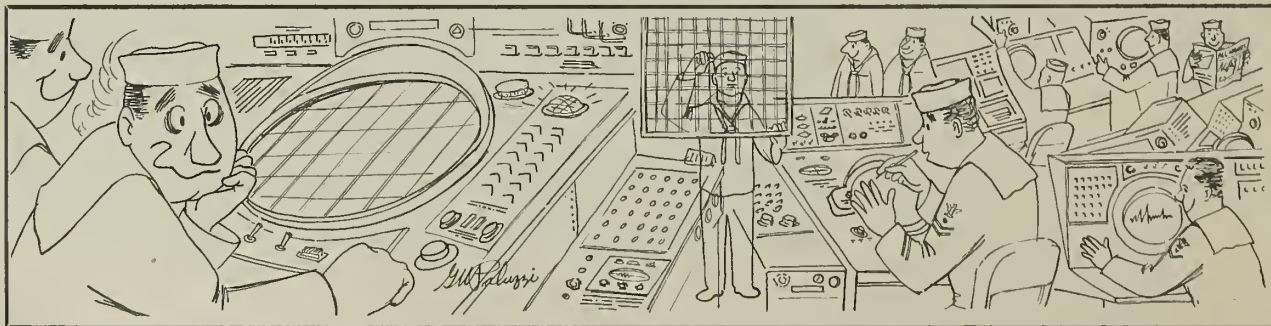
- Be physically qualified for submarine duty.

- Have demonstrated evidence of emotional and mental stability and maturity.

- Be no more than 30 years of age when reporting to Basic Submarine School. (Waivers will be considered for men in other than the ET, MM, EN, IC, HM ratings or for FNs and FAs.)

Personnel in the ET, MM, EN, EM, IC and HM ratings, in addition to FN and FA, must have a minimum GCT and ARI score of 110 plus a high school education or GED equivalent. Other eligible men must have a combined ARI and MAT or ARI and MECH score of 100, or a minimum GCT and ARI score of 100.

For more detailed information about submarine training, see Chapter 10 of the *Enlisted Transfer Manual* (NavPers 15909) and NavAct 3. (Chapter 10 of the *Transfer Manual*



YOU DON'T need radar to get the scope of ALL HANDS, but you do need to see each issue. Pass this copy along.



has recently been revised and therefore may not reflect correct qualifications for Basic Submarine School. The requirements as stated here, however, are correct and will be substantiated by a forthcoming change to the Manual.)

#### • NUCLEAR SURFACE SHIP TRAINING—

An opportunity in the field of Navy nuclear power training that may be of special interest to you is the Nuclear-Powered Surface Ship Program. It is open to qualified men in pay grades E-3 to E-6 of the ET, MM, BT, EM and IC ratings. HM1s and HMCs are also eligible.

Bear in mind that, although the opportunities are not open to all ratings, provisions do exist in many cases for a change in rating. It might be to your advantage to investigate the possibilities if you are interested.

These are the eligibility requirements:

- Be motivated for the program.
- Have minimum combined test scores of 105 in GCT/ARI or ARI/Mech through January of 1962 at which time the requirement will be 110 in GCT/ARI only. (This will be indicated in Memo Correction No. 3 to "Enlisted Transfer Manual.")
- Be a high school graduate or have a GED equivalent.
- Be not more than 32 years old.
- Have (or be eligible for) a Secret security clearance.
- Be a U.S. citizen.
- Have 48 months' obligated service at the time of reporting for the course of instruction.
- Be physically qualified.

Training in this program commences quarterly. It consists of two phases.

The first is the Basic Nuclear Power Course. It is 24 weeks long and deals with technology and science. Training is held either at the Submarine Base in New London, Conn., or the Nuclear Power School, Mare Island, Calif.

The second phase is the Operational Nuclear Power Course, with the stress being on operation of the plant. It is also 24 weeks long and is held at a Nuclear Power Training Unit—either at Idaho Falls, Idaho, or Schenectady, N.Y. Individual instruction and general classroom work are both provided here. A feature of this phase is the opportunity to operate a prototype nuclear power plant, for on-the-job training.

For other information on the various types of nuclear power training for enlisted men see ALL HANDS, April 1961 (pp. 48 and 49) and Chapter 11 of the "Enlisted Transfer Manual."

Applications for the surface program were solicited in BuPers Notice 1510 of 5 May 1961.

• **SEAVEY SEGMENT 2-61**—June was the commencement date for Seavey Segment 2-61. Throughout the 12-month period that began in June, orders will be issued for most enlisted personnel scheduled to come ashore under this Seavey segment. Once your orders are written, you can expect to be transferred about four months later.

Travel funds have been sharply curtailed, therefore there may be a delay for some men due to come ashore in this segment. Additionally, assignments will be made primarily as a result of consideration of economy and service requirements rather than personal preference. Normal Seavey procedures will resume when sufficient travel funds become available.

The following sea-tour commencement cutoff dates have been set. If you went to sea in or before the month listed after your rate, you should receive orders soon.

CUTOFF		CUTOFF	
RATE	DATE	RATE	DATE
CSC	Jun 1959	PMC	Jun 1959
CS1, 2, 3, SN	Sep 1958	PM1	Dec 1958
		PM2, 3, FN	
MMC	Sep 1957		Dec 1957
MM1, 2, 3, FN	Mar 1956	MLC	Dec 1958
		ML1	Jun 1956
ENC	Jun 1958	ML2, 3, FN	Dec 1955
EN1	Sep 1956	SVC, 1, 2, 3, CN	
EN2, 3, FN	Jun 1956		Dec 1959
MRC, 1, 2	Jun 1958	CEC, 1, 2	Dec 1959
MR3, FN	Sep 1958	CE3, CN	Jun 1959
BTC/BRC	Jun 1957	EOC, 1	Jun 1959
BT1/BR1	Sep 1954	EO2, 3, CN	
BT2, 3, FN	Mar 1955		Dec 1959
EMC	Dec 1958	CMC, 1	Dec 1959
EM1, 2	Mar 1958	CM2, 3, FN	
EM3, FN	Jun 1958		Jun 1959
ICC	Dec 1959	BUC	Jun 1959
IC1, 2	Jun 1959	BU1, 2, 3, CN	
IC3, FN	Dec 1958		Jun 1958
SFC	Jun 1958	SWC	Jun 1958
SF1, 2	Jun 1956	SW1, 2, 3, CN	
SF3, FN	Jun 1957		Dec 1957
DCC	Jun 1959	UTC, 1, 2	Jun 1959
DC1, 2	Sep 1957	UT3 CN	Dec 1958
DC3, FN	Jun 1958	SDC	Dec 1958
SHC	Jun 1959	SD1	Dec 1956
SH1	Jun 1957	SD2	Mar 1957
SH2	Jun 1955	SD3, TN	Jun 1956
SH3, SN	Sep 1954		

## QUIZ AWEIGH

An enlisted man is confronted with problems of naval courtesy every day. Usually, it is a simple matter of saluting an officer when you meet him. Sometimes, however, you are confronted with a situation that is out of the ordinary.

What would you do in the following circumstances?

1. You meet a Naval Academy midshipman while on liberty. You realize he is in training to become an officer, but also that he is not yet commissioned. Would you: (a) Greet him verbally, but not salute; (b) act as though you didn't see him; (c) salute him?

2. You meet an officer from your ship while on liberty. You are both in civilian clothes and both are wearing hats. Would you: (a) Salute him; (b) speak, but not salute; (3) act as though you didn't recognize him?



3. You are walking with a lieutenant and you meet an ensign. What is the correct procedure: (a) You salute, then the ensign does, and finally the lieutenant does; (b) ensign salutes first, and then both you and the lieutenant return the salute simultaneously; (c) both you and the lieutenant salute and then the ensign?

4. You are going aboard or leaving a ship. The OOD is an enlisted man. Would you: (a) Salute both the national ensign and the enlisted OOD; (b) salute neither the national ensign nor the OOD because there is no officer on the quarterdeck; (c) salute only the national ensign?

5. You are walking with a senior. Should you: (a) Walk on either his right or left side, but one pace behind; (b) walk on the senior's left, but alongside; (c) walk on the senior's right, but alongside?

6. A CPO, an ensign, and a lieutenant are about to enter an automobile. What would be proper: (a) CPO opens the door, LT enters first, then ENS, and finally the CPO; (b) CPO opens door, ENS enters first, followed by LT and finally by the CPO; (c) CPO opens door, enters car first, followed by ENS and finally by LT?

Answers can be found on page 54.

# THE BULLETIN BOARD

## Now Is the Time to Make Plans to Take Care of Your Own

THE COMMANDING OFFICER of a typical naval activity recently conducted a study of the after-death financial arrangements his men had made for their dependents. He uncovered some startling facts.

He learned, for example, that:

- Of the 13 deaths which occurred within the unit over a one-year period, 12 were abrupt—only one was the result of long illness during which the man had time to provide for his dependents.

- Of the 13, only four carried commercial life insurance.

- Only one had made a will.

The 13 deceased Navymen could—and should—have done much more to ease the financial and legal burdens with which their dependents were suddenly saddled.

In most cases, for example, the men had not established joint ownership of property with the right of survivorship. The property of the few who had done so was automatically passed to their wives, and not tied up pending probate of the remainder of the estate.

The captain recognized that the financial affairs of his men were their own business, but after his study, he concluded that when his men fail to act, it becomes a command obligation to provide the necessary incentive and assistance.

As a result, he has added to the command's check-in procedure for newly reporting personnel a thorough review of each man's financial status and what he has done to protect his family in case he should meet sudden death.

Since that time, each man has received detailed information on the various forms of benefits available to surviving dependents, an estate planning chart with instructions for its use, and a last will and testament form which requires the man to fill in only a few blank spaces. (In order to insure that his estate will be passed on to his heirs in accordance with his wishes, the Navyman should see to it that his will is properly executed, checked frequently and brought up to date from time to

time. This is particularly important if there is a change in his marital status, after the birth of a child, or if anyone mentioned in the will dies. It is always best to consult a legal officer or private attorney.)

A good way to plan for the future, the captain tells his men, is to determine the amount of money the surviving dependents would need each month in order to be financially secure.

Then, subtract the amount of benefits the survivors would receive from the U. S. government, and make up the difference with life insurance.

The Navy doesn't automatically take care of your personal finances. However, it can suggest certain courses of action you can take to avoid extra hardships for your dependents should you die.

For example, by executing a will you are assured that your property will be divided and administered in accordance with your preferences, not as some court may decide.

Every Navyman should have a will. Your property, in your opinion, may be of little value. At the moment you may have only two nickels in your pocket. But that situation will change, and a visit now to your legal officer, to make arrangements to execute a will, will save heartache later.

All-Navy Cartoon Contest  
Howard P. Wood, Jr., CMA2, USNR



"That's not quite how it's done, Lawson."

You can then rest assured that those two nickels, plus the odds and ends you have accumulated, will go to the person you designate.

Also, your DD 93 (Record of Emergency Data) form is in your service record to let the Navy know whom to notify in case of serious illness or death, and who will receive your unpaid pay and allowances, and the death gratuity (provided you are not survived by an eligible spouse or child).

You should fill out a new DD 93 whenever a change occurs in the status of your dependents, beneficiaries, or persons to be notified in case of emergency.

If you list on your DD 93 all insurance policies you have, the Chief of Naval Personnel will automatically furnish certification of casualty to the insurance companies involved.

It is suggested that you have readily available for your wife or other trustworthy person, such as the executor of your estate or a bank, the following documents as evidence of your dependent's entitlement to survivor's benefits (be sure that they know where the documents are stored):

- Birth certificates. One for each member of your immediate family.

- Naturalization papers (if not born in the U. S.).

- Marriage certificates (including former marriages of you or your wife).

- Court orders (any that pertain to support and custody of your legal dependents).

- Divorce decrees.

- Death certificates (of children, former wife, or former husband of your wife).

- Deeds and mortgage documents.

- Insurance policies.

- Bank accounts. (Also savings bonds and securities.)

- Wills.

- Power of Attorney. (With this, your wife can act in your name and legally handle your affairs.)

- Proof of service.

If you should die on active duty, your family will be visited by a com-



missioned naval officer who will help them obtain the benefits to which they are entitled. His first call is made within 24 hours after notification of death.

He will assist your family with special problems and provide information on death gratuity, unpaid pay and allowances, Social Security, dependency, compensation or pensions, personal effects, insurance, transportation, medical care, and exchange and commissary privileges.

This is an automatic service provided by the Casualty Assistance Calls Program.

Uncle Sam is generous when it comes to contributions for the support of surviving dependents of deceased Navyman. Usually the government provides enough money to keep the widow and children adequately supplied with food and shelter.

Here's a rundown on the financial aids presently available to your dependent survivors:

- **Death Gratuity.** A death gratuity (generally six months' pay) is paid to the widow, or, if no widow survives, to such other qualified survivor by the Navy as soon as possible after the active duty Navyman's death from service-connected causes. This lump sum payment is equal to six months' basic pay, plus any special, incentive, or proficiency pay the Navyman was receiving at the time of his death. The maximum gratuity is set at \$3000 and the minimum is \$800.

- **Dependency and Indemnity Compensation.** When a Navyman dies on active duty from a disease or injury incurred or aggravated in line of duty, his surviving dependents are entitled to certain forms of compensation. These are:

- Compensation for a Widow.* Payable monthly by the Veteran's Administration to the widow as long as she does not remarry. The amount is \$112 plus 12% of the basic pay earned by the serviceman at the time of his death. A minimum is set at \$122. There is no payment for surviving children under the widow's compensation.

- Compensation for Children.* This may be paid by the Veteran's Administration for the support of a deceased Navyman's children if his wife died or was divorced from the Navyman before his death, or if she

dies or remarries after his death. One child, \$70 each month; two children, \$100; three children, \$130, plus \$25 for each additional child. These benefits continue until the child reaches age 18, or 21 for children attending a VA-approved school. A benefit of \$35 each month is paid to children between ages 18 and 21 who are attending a school or college approved by the VA if a widow is also entitled to VA benefits.

*Compensation for Parents.* Parents

may receive a maximum monthly payment of \$100. Rates vary according to the number of parents, the amount of their combined or total income and whether or not they live together. (This is fully explained on the application form, VA-8-535.)

- **Social Security.** Every Navyman on active duty is covered under the Social Security Act and is entitled to all the rights, benefits, and privileges under the act.

When the Navyman dies, his wid-

## WHAT'S IN A NAME

### Anchoring and Mooring a Ship

As any quartermaster can tell you, "A ship is under way . . . when she is not at anchor, or made fast to the shore, or aground." That takes in a lot of area and it's right out of "Rules of the Road." The distinction between being underway or not is a major one and governs the application of many of the rules for seagoing traffic.

A ship can be at anchor in more ways than one. Generally it is a simple matter of dropping one of the bow anchors. However, sometimes a ship will anchor by the stern. Certain amphibious warfare vessels do this just before running up on the beach.

Anchoring and mooring are the two main forms of "not underway." Mooring takes several forms. Usually the ship is moored to (or "moored alongside" or "made fast to") a pier or wharf. A special case is a ship in drydock. Navy ships often make use of a mooring buoy, a large, sturdy buoy to which the ship makes fast by a mooring cable—which in many cases is the anchor cable with the anchor unshackled. When two or more ships are moored to the same buoy they form a nest. Ships moored alongside a tender or repair ship also form a nest.

Special types of mooring are the Mediterranean moor and the Chinese moor. In the former, the ship's anchor is "out in the stream" while its stern is within a few feet of the wharf or pier. The ship itself is at right angles to the wharf or quay. The use of "Med moors" allows many ships to moor in a small harbor. For example, four destroyers might occupy less than 300 feet of wharf frontage.

A Chinese moor is made when a ship heads in the reverse of the usual direction. Take the case of two minesweepers moored alongside one another to a pier and headed north. If a third minesweeper then makes fast to the outboard one, but faces south (that is, with its bow alongside the adjacent ship's stern), then the third minesweeper has made a Chinese moor.

The use of two or more anchors is also termed a moor. Two bow anchors give a

stronger holding power and tend to reduce the amount of swing caused by wind and current. One of the most seamanlike of all two-anchor evolutions is the *flying moor*, which is a sort of anchoring-on-the-run.

Ships engaged in salvage operations often make a four-point moor. To maintain a pin-point position over the submerged wreck or object, they put out four anchors, each about 90 degrees from the other.

In the Antarctic it is a common sight to see ships moored to an ice shelf. The object planted in the ice to which their mooring lines are made fast is a *deadman*.

There are just two ways for a ship to go aground: deliberately or accidentally. The former method is termed *beaching*. In the days before World War II, beaching was a most uncommon event for larger ships. However, sailing vessels at isolated spots were occasionally beached to make major repairs which could not be done while at sea. It was performed only as a last resort, since it was a long, laborious process. Today, LSTs beach as a routine matter.

One final thought concerning mooring terminology—though a mooring buoy is an object to which a ship moors, it does not anchor at an anchor buoy. This is a small float connected to the anchor by a line. It marks the location of the anchor.



ow and children, if qualified, receive a monthly compensation, the amount of which is determined by the deceased man's average monthly earnings (base pay).

Under the Social Security Act, a widow under age 62 does NOT receive Social Security benefits UNLESS there is a child or children who are entitled to benefits. The benefits cease for each child when he or she reaches age 18. Remarriage disqualifies the widow for Social Security payments.

There is also a lump sum Social Security payment made to the survivors for funeral expenses, the amount of which is scaled in accordance with the deceased Navyman's average monthly base pay. (The maximum is \$255, the minimum \$99.)

• **Unpaid Pay and Allowances.** This is the money due on the pay account of a deceased Navyman, including per diem, travel, transportation of dependents, transportation of household goods, savings deposits, etc., credited to him at the time of his death. A claim form is forwarded by the Casualty Branch to the designated beneficiary, next of kin, or legal heir (as noted on DD 93). It usually requires at least a month for settlement to be made.

There are other benefits—not all of which are in the form of cash payments—that the Navy provides for surviving dependents. These are:

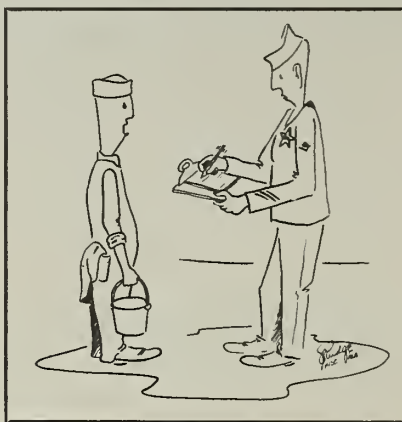
• **Household Effects.** If a Navyman dies on active duty the Navy will ship his household goods to the home of the person legally entitled to receive them.

• **Dependents Transportation.** When a Navyman dies while on active duty his dependents will be authorized transportation from the place at which the notice of death was received to any other place designated by them.

• **Homestead Privileges.** The preference in staking claims to government land for the purpose of establishing a home may be available to surviving widows of eligible veterans, or widows of men who died on active duty. (Request information from Bureau of Land Management, Department of the Interior, Washington 25, D. C.)

• **Federal Employment Preference.** Certain Civil Service preference benefits are granted to widows of

All-Navy Cartoon Contest  
Stanley J. Rudge, ADJ2, USN



"Gee, Boats, how'd a nice guy like you ever get mixed up in this business?"

service personnel in connection with examinations, ratings, appointments and reinstatements—if they have not remarried. Under certain circumstances, a mother of a Navyman who dies in service may also be entitled to preference. (Eligibility details can be obtained from any U. S. Civil Service Office or from your local Post Office.) A dependent who is interested in Federal employment should visit the nearest U. S. Employment Service Office for information about job opportunities.

• **Commissary and Exchange.** The privilege of making purchases at any armed forces commissary and exchange is extended to the unremarried widow of a Navyman who died while on active duty or in a retired or retainer pay status. Application should be made to the CO of the activity where the commissary store or exchange is located.

• **Medical Care.** Unremarried widows and unmarried minor children of Navyman who die on active duty, Fleet Reservists, or Naval Reservists with eight or more years' service retired with pay, are eligible for medical care in uniformed services medical activities where facilities are available.

• **Personal Effects.** When a Navyman dies within the continental limits of the U. S., his personal effects will be delivered to his next of kin. Personal effects may be shipped direct, shipped with the remains, or delivered by the escort who accompanies the remains.

If death occurs outside the Continental U. S., or if there is doubt as

to the next of kin, the effects are shipped to a personal effects distribution point within the United States and held until the Casualty Branch of BuPers (Pers G23) determines who is entitled to receive them.

Should personal effects become damaged or lost in connection with naval service, a claim for reimbursement may be submitted. (Chief of Naval Personnel, Attn: Pers E3, Navy Department, Washington 25, D. C.)

• **Burial Expenses.** Provisions have been made whereby the remains of a deceased Navyman may be prepared at no expense to the next of kin, through the Navy's arrangements with civilian funeral directors. However, if the next of kin desires to make arrangements, the Navy will provide an allowance equal to that which would have been expended had the Navy made the arrangements.

Where an annual contract for care of the dead is not in effect, and the next of kin makes arrangements, the next of kin is asked to submit the bills, and an allowance not to exceed \$400 is paid towards these expenses.

Expenses of transportation of remains to destination selected by next of kin are defrayed by the Navy, as is the transportation of an escort when provided by the Navy.

Regardless of whether the Navy or the next of kin makes arrangements for preparation of the remains, the Navy will pay an allowance toward funeral and interment expenses as follows:

Where consigned directly to a national cemetery, an amount not to exceed \$75.

Where remains consigned to funeral director prior to interment in a national cemetery, an amount not to exceed \$125.

Where interment is made in a private cemetery, an amount not to exceed \$200.

Instructions for the submission of claims are given to the next of kin by the activity in charge of preparing the remains. The request for reimbursement for payment of burial expenses (NavMed 1347) should be made to the District Medical Officer. (BuMed Inst. 5360.1A is the authoritative guide for burial procedure.)

• **Headstones or grave markers** will be furnished for unmarked graves of men who have died in service. An



appropriate marker or headstone may also be furnished to commemorate any Navyman who was buried at sea, or whose remains have not been recovered or identified. Placement may be in a national cemetery in which plots have been set aside for this purpose, or in private or local cemeteries.

If the Navyman is buried in a private cemetery, application must be made to the Office of the Quartermaster General, Department of the Army, Washington 25, D. C. No application is necessary if interment is in a national cemetery.

- **Flag.** The Navy provides the U. S. national ensign which is draped over the casket. This flag is presented to the next of kin. If remains were not recovered, a flag will be furnished to the next of kin upon application to the Commandant of the Naval District where death occurred, or to the Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C.

## This Is the Latest On the Status of Navy's Warrant Officers

Warrant officers are slowly disappearing from the Navy. If the present program continues, WO's will almost disappear from the Navy by 1975. They will not, however, be denied the opportunity to complete 30 years service, providing, of course, they remain professionally and physically qualified.

The main reason for the gradual disappearance of WO's is the curtailment of the input after fiscal year 1960. In addition to this, however, in a move to raise the experience level of junior officers, about 20 per cent of the warrant officers in the Navy were selected last year for the Limited Duty Officer Program or the Medical Service Corps. Selected WO's were given commissions ranging from ensign through lieutenant. This was not done to hasten the phase-down program, but it did reduce the number of WO's.

Although no similar mass selection is currently planned, eligible warrant officers may still apply for an LDO or MSC commission under the provisions of the 1120.18 series of BuPers Instructions. Few WO's are eligible for LDO, however, because of the age limitation.

Warrant officers who want neither a permanent commission as WO, nor a temporary commission as LDO, need not worry about their temporary WO status. They will be allowed to finish their 30 years' service as temporary warrant officers and continue to fill warrant officer billets.

As the number of warrant officers decreases, however, more and more WO billets will be filled by LDO's

## NOW HERE'S THIS

### McIntyre's Island

Like most other Navy men, Robert C. McIntyre, CM1, USN, from Battle Creek, Mich., probably believed that the age when an explorer could have an island named for him had long passed.

This Navyman, however, has found that just isn't true. Recently, McIntyre, who is stationed at the U.S. Naval Training Center, Great Lakes, Ill., received word that an island in the vicinity of Vincennes Bay in the Antarctic had been named for him.

Carl R. Eklund, who was Scientific Station Leader at Wilkes Station in 1957, proposed that the island be named for McIntyre in recognition of his work in the Antarctic from December 1956 to February 1958. McIntyre was one of 27 men (14 Navy men) at Wilkes Station during the winter of 1957.

In addition to serving in Operation Deep Freeze II from December 1956 to February 1958, McIntyre (a veteran of 14 years in the Navy) was also one of the wintering-over party in December 1959. He remained in the Antarctic until October 1960.

McIntyre received official word that the Department of Interior had approved the island's name in a letter from the National Academy of Science, National Research Council. The letter stated that the island had been so named "in recognition of services rendered in support of the U.S. scientific program in Antarctica during the International Geophysical Year."



and by master chief petty officers. The fact that a WO billet is filled by an LDO or E-9, however, doesn't prevent a warrant officer from filling that same billet at a later time.

The sea/shore rotation for WO's will remain about the same, but effort is being made to reduce the length of sea tours for WO's who spend four years or more at sea. Sea tours for electricians, for example, have been reduced from four and one-half years to four years, and for machinists from five to four and one-half years. Other sea tour cuts for WO's are expected.

Warrant officers in all categories have also been assured that no action is contemplated that will terminate their careers, involuntarily, short of a full 30 years. This is provided, of course, that they continue to be professionally and physically qualified for continued service.

Additional details about the current and future plans for warrant officers may be found in BuPers Notice 1120 of 22 Mar 1961.

## New Correspondence Courses For Photogs, Opticalmen

Two new enlisted correspondence courses (ECC) are now available from the Correspondence Course Center, Scotia, N. Y. Three other enlisted courses have been discontinued.

The new courses are:	
Course	NavPers Number
ECC Photographer's Mate 1 and Chief	91649
ECC Opticalman 2, 1, and Chief	91389

The enlisted correspondence courses discontinued are: *Range-finders* (NavPers 91390-B), *Lead Computing Sights* (NavPers 91391-A), and *Submarine Periscopes* (NavPers 91392-B).

Enlisted correspondence courses will be administered (with some exceptions) by your local command instead of the Correspondence Course Center.

If you are an EM on active duty, your division officer will advise you whether the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center, which will supply the materials to your command.

# Do You Have Enough Insurance? What Kind Should You Get?

**A** SURPRISING NUMBER of Navymen do not have life insurance. Many have insurance that does not suit their individual needs.

When a serviceman dies, the government provides many benefits for his next of kin (see *Survivor's Benefits*, this issue). However, these benefits are usually only enough to tide the dependents over until they can make other arrangements to supplement their income.

If you are one of the many Navy-men who have no insurance, you could probably ease a financial strain on your dependents when you die by investing in a good life insurance plan now.

What is life insurance? How much do you need? What kind should you get?

Basically, life insurance is simply a cooperative, risk-sharing plan through which you are able to set aside part of your income regularly during your earning years in order to provide for the time when your income decreases or stops because of death, retirement, or declining health in old age.

It is comparatively easy for you to meet these uncertainties when you have a life insurance plan that fits your individual needs.

The four basic kinds of life insurance are Straight Life, Term, Limited Payment, and Endowment, each of which has several variations. Before you decide which plan is best for you, take a close look at each.

• **Straight Life** is the most widely used of all insurance plans, probably because it provides lifetime protection with comparatively low premiums. It is a good all-purpose policy which meets many different needs and family situations.

You usually continue to pay premiums on a Straight Life plan for the rest of your life. However, if you reach a time when you no longer want to continue the policy, you can take the cash value as a lump sum payment, or you can continue receiving the policy's full protection for a given number of years without further cost to you, or you can receive continued protection for a lesser amount for the rest of your life.

As the cash value of a Straight Life policy builds up year after year,

you can usually borrow against the policy whenever you need a loan.

Under what circumstances would Straight Life be your best buy? Consider this example: Suppose you're stationed overseas. Your wife and children live with your widowed mother back home. Your wife works, and your mother takes care of the children. If you should die, your service benefits would take care of the wife and kids, but how about your widowed mother? To protect her, you buy a Straight Life policy with her as beneficiary and your wife as contingent beneficiary.

Most likely, however, your mother will die before either you or your wife, in which case the protection shifts to your wife. She'll need more protection then anyway, especially if you are no longer in the Navy.

• **Limited Payment Life** is a popular variation of the Straight Life plan. This also provides lifetime protection, but limits the payment of premiums to a specific period such as 10, 20, or 30 years, or up to a certain age, usually 60 or 65.

The Limited Payment premium rates are higher than those for Straight Life, but the higher premiums build higher cash values.

If you want lifetime protection, but wish to limit premium payments to a definite period of time—for instance, the years when your earning power will be greatest—the Limited Payment Life plan may be just what you are looking for. However, the high premiums may tend to limit the amount of protection you can afford.

• **Term Insurance** gives you temporary protection. The face value of a Term policy is payable to your beneficiary if your death occurs during the term of the policy, which is usually anywhere from one to 15 years.

While you are young, the premium for Term Insurance is the lowest for any life insurance plan yet devised. While it is well adapted to many short-term needs, however, it is not so well suited to a long-haul family protection job. A Term policy usually has no cash value, which means you've nothing to fall back on if you can't meet a premium. Also, the premium goes up each time the policy is renewed (if it's the renewable type).

If you choose Term, your best bet would probably be a policy that is convertible—one you can exchange later on for a permanent form of insurance at a higher premium. Not all Term policies have this privilege.

Renewal and conversion privileges are important, as they give you the right to continue the protection later on, even though you might not otherwise be able to qualify because of sickness.

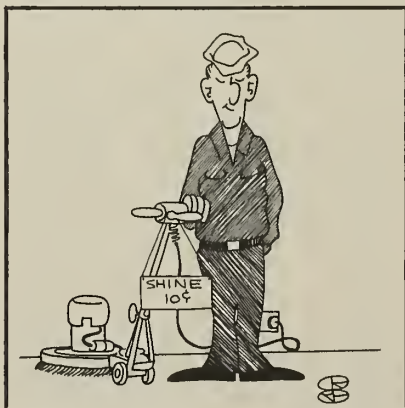
Term Insurance would probably be your best buy if you want to provide additional protection on your life while your children are growing up. During such periods, you usually need maximum insurance protection at a minimum of premium outlay. Another typical use of a Term policy is to guarantee the repayment of a mortgage on your home if you should not live to do so yourself.

• **Endowment policies**, which are essentially insured savings plans, provide for the payment of the policy's face value to you, the policyholder, at a future date selected by you, or, if you die before that date, to a person named by you.

Premiums for Endowment policies are higher than those for any other basic type of life insurance, so, because of its emphasis on savings, the plan gives less protection per dollar of premium than any other type.

An Endowment policy would probably be just what you need if you're in your late thirties or early forties, and your children are fairly well grown. You would receive some protection, and at the same time

All-Navy Cartoon Contest  
James R. Odbert, DM2-P1, USN





would be building an income for retirement.

A younger man, however, probably needs protection more than savings, so one of the other three types of policies is usually better suited to his needs.

There are many variations of these four basic types of insurance. Many policies have been developed to meet special needs. All special-purpose policies are combinations of two or more of the basic policies with, perhaps, an annuity element added.

For example, if you have large family protection needs and a limited income, a Term policy may not be the answer, even with its low premium rate. Your protection needs continue for life, and the Term policy doesn't.

On the other hand, a Straight Life policy would provide permanent protection, but you probably couldn't afford enough of this type to do the job.

In such a case you should consider a Family Income or a Family Protection policy, both of which usually combine, in slightly different ways, the permanent protection of Straight Life with the cheaper, temporary protection of Term.

The permanent portion of most family plans runs for life. The Term portion usually lasts for 10, 15, or 20 years, and covers the period when your children are still growing and your protection needs are the greatest. The Term Insurance in these policies costs less than if you bought it separately.

Here's an example of how your dependents might benefit from a Family Plan. Let's say you're married and have two children. If you die, your family's biggest needs will come during the years before the children become self-supporting. Your best bet might be to buy a \$5000, 15-year Family Income Policy which guarantees your family \$100 a month from the date of your death for the remainder of the 15-Year Term period. At that time, the \$5000 would be payable as a lump sum or as continued income, which would be a settlement option.

Nearly all life insurance policies state that the policy benefit (face value) will be paid as a lump sum of money. However, you or your beneficiary may find it wiser to choose such a settlement option.

Under the terms of these options, the proceeds of the policy at maturity will be held by the company, which will then begin paying a regular income in place of the lump sum payment. The use of the option eliminates the danger that the proceeds, if paid in a lump sum, might be poorly handled or misspent by the beneficiary.

Option payments can be arranged on an annual, semi-annual, quarterly, or monthly basis. You should insist that your insurance agent spell out all the variations of option settlements under your policy.

It would be impossible for you to learn about every aspect of insurance in one reading. Therefore, before you go out and sign on the dotted line, it would be best to visit your Insurance Officer. He will not tell you

what type of policy to buy, but he can pass on to you some of his business knowledge of insurance matters.

Your Insurance Officer's helpfulness in selecting an agent or company is limited because he is *not* authorized to drum up business for commercial concerns. He will probably tell you to select your company and agent by making inquiries among your family and friends.

Your insurance agent should be the kind of man who you can consider a trusted adviser. A good agent has been given extensive training by his company, must hold a state license to practice his profession, and in many states must pass a written examination before he can qualify.

Your agent should represent a sound, reputable company. One way to learn important facts about a

## HOW DID IT START

### Hatches, Doors, Ports and Scuttles

Although a ship is relatively watertight, it contains many openings. Some are well known, others are not. Some are large, some small. Some are better known by the name of their covering than by the opening itself. Here are some details on the more common types.

Hatches and doorways are the main openings. Briefly, a hatch is an opening in a deck. It is horizontal and covered by a hatch cover. A doorway is an opening in a bulkhead. It is vertical and covered by a door. The door may be watertight, non-watertight, spraytight, or airtight. Many shipboard doors are plain panel doors, the type used for entering offices, staterooms and other such spaces within the ship.

Probably the most common type of hatch is the cargo hatch. However, not all cargo comes through the cargo hatch. Some ships have a large opening in the ship's side, the cargo port. On occasion the same port may be used as a gangway port.

Certain watertight doors and hatches are themselves equipped with a smaller device, one just large enough for a man to pass through. Known as a scuttle, this is a useful damage control device and does away with the need for the entire door or hatch to be opened for passage.

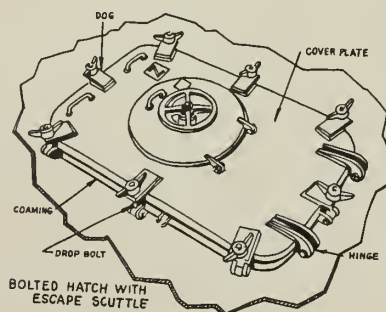
A manhole is an opening cut in a deck, bulkhead, or tank top to provide access. It differs from a hatch or doorway in that ordinarily it is used much less frequently and, normally, it is not hinged, like a door. It is topped by a manhole cover, which may have a scuttle built into it.

A port, which is an opening, is often

called a porthole. Ports come in various forms. When the opening is fitted with a metal windscoop it is referred to as an air port. Fitted with a metal-framed circular glass, it becomes a light port. Gun ports, through which the cannons' muzzles projected, were typical of the Navy's sailing ships.

Somewhat similar to a light port is the deadlight. It is set in the deck, however, and not in the ship's side. The deadlight's main feature is a thick piece of glass, usually circular, that lets sunlight into the ship's interior. Deadlights are more likely to be seen on older type ships than on modern ones.

Among other openings in the ship's side are hawsepipes and scuppers. The former are large holes through which the anchor chain passes. The latter are openings that carry off water from the deck and waste water from the ship's flushing system.



company is to obtain from the agent or the home office a copy of the latest annual report to policyholders. Reports generally cover such subjects as the varied activities of management, the company's objectives, its problems, its accomplishments, and a record of its financial results.

**How much insurance do you need?**

That is for you to decide. Your Insurance Officer can go over your financial status with you and advise you as to how much you could afford to pay for insurance each year.

Obviously, if you're a married man with several children, your insurance requirements would be greater than those of an unmarried Navyman who would not leave behind someone who was dependent on him. Therefore, your insurance needs vary as your family grows.

Many agents will tell you there's no limit to the amount of insurance you should have. However, there is usually a definite limit to the amount of premiums you can afford to pay each year, and you shouldn't be in the category of being "insurance poor," as are some Navymen who each month fork over practically their entire paycheck—to insurance companies. This, of course, is neither wise nor advisable. A good rule of thumb is to buy only the amount of insurance you can afford to make payments on.

Any insurance money you leave your family after your death is in addition to the benefits they receive from Uncle Sam. You aren't expected to leave behind a widow who is rich on your insurance—just comfortable.

Don't, however, let the money side of insurance buying influence you to the extreme that you choose one policy over another simply because it's cheaper. The important consideration is to select the policy that best fits your needs, *and* your pocketbook. Your Insurance Officer can help spell this out by explaining how you should go about comparing the cost of policies in different companies.

Another point to remember in selecting your life insurance is, of course, to read the fine print. Many policies, for instance, contain clauses which state that the policy will not pay off should you die in an aircraft accident or get killed in a war. If you're an airdale, a policy with an

All-Navy Cartoon Contest  
Peter Hansen, EN2, USN



"Goodness . . . I struck my finger."

aviation clause is obviously not designed to suit your needs.

Even though the Navy permits you to pay your insurance premiums under the allotment plan, and allows life insurance companies to present their policies to you at your station, this should in no way influence your selection of a company or agent.

However, you may not have to worry about buying commercial insurance if you still hold one of three types of government coverage which have been issued at different times, none of which are now being written. (Individual servicemen may have retained one or another type of policy.)

**U. S. Government Life Insurance (USGLI)**, issued during World War I, was discontinued in 1940. A few oldtimers still have it.

**National Service Life Insurance (NSLI)** took up where USGLI left off, and was available to Navymen and women who served during World War II. In 1951 it was replaced by the Servicemen's Indemnity program which provided \$10,000 worth of free insurance. This was discontinued at the end of 1956.

Today you have the benefits provided by the Servicemen's and Veterans' Survivor Benefits Act which has been in effect since January 1957. Therefore, except for service-connected disability insurance and the renewal and replacement of certain NSLI and USGLI policies, the government does not enter into any new contracts.

(If you once held an NSLI policy, you cannot renew or reinstate it if your policy was not in force on or

after 25 Apr 1951, or if you:

- Let your policy lapse during a break in service of more than 120 days.
- Surrendered your policy for cash, but failed to renew or reinstate it during a break in service of more than 120 days.
- Had a Term policy under waiver, but failed to resume premium payments during a break in service of more than 120 days.)

If you do, however, have an NSLI policy which is classed "Five Year Level Premium Term," you may be interested in knowing that if you started your policy at age 35 and should live to age 94, trying to keep your Term Insurance all the way, the total premiums you'd have to pay on a \$10,000 policy would add up to almost \$74,000. It bears thinking about.

That's why your Insurance Officer would probably advise you to convert your Term Insurance to a permanent plan under which you pay a fixed monthly premium for the rest of your life, rather than what appears to be a low premium now, but in later years increases as you renew your Term plan.

You may have to worry about such a situation if you entered the service before 25 Apr 1951—the NSLI cut-off date.

There is another benefit the government provides after your death which could be considered a form of life insurance. This is the Contingency Option Act, under which you may elect to receive a reduced amount of retired pay in order to provide your widow and children (under age 18) with a monthly income.

You must exercise this option before you complete 18 years of service for pay purposes, although deductions from your pay are not made until you retire. (When you approach 18 years' service, you should be automatically notified of the election deadline under the Contingency Option Act; however, it also remains your responsibility to check on this matter.

You don't have to be an insurance expert to be a policy holder. You should, however, thoroughly understand your own policy, if you now have one, and know how to go about selecting the right policy if you don't. Now's the time to do it.



# Unscheduled Fleet Movements, And How to Prepare for Them

**A** GROWING NUMBER of Navy dependents are voicing concern over hardships caused by the unscheduled movements of Fleet units. The Chief of Naval Operations has analyzed this problem, and reports that the majority of these cases troubling dependents fall into two related areas—(1) the prolonged absence or unscheduled departure of the Navyman from his family, and (2) inadequate provisions for the support of the family during the absence.

Some typical comments by Navy wives:

"... I would like to know what plans to make, whether to visit relatives while my husband is gone, and if it will be necessary to stretch my allotment check over a whole month for groceries. My husband is unable to send me money for groceries, and since I use all my allotment check for other bills, I naturally depend on his payday money..."

"... I naturally worry, not knowing what is going on. No matter where my husband is sent, I would feel easier just knowing where he is, so I could get in touch with him quickly in an emergency."

Before you can hope to eliminate such problems, or at least ease the worry they cause, CNO suggests you take a close look at naval requirements.

At present, the Navy's contribution to U.S. security is perhaps greater than it has been at any time since World War II. The reason is obvious. The times in which we live are troubled ones. The public relies on the Navy to meet the challenge of an expanding threat throughout the world.

There is no relief and no relaxation of military readiness in sight. Nor can you expect any decrease in the tempo of Fleet operations. Ships may frequently be called on to participate in hurried, unscheduled operations.

Security demands that some of these operations remain classified. Therefore, your dependents cannot always know what you are doing, where you are going, or when you will return home.

The Navy family should be prepared to meet such situations.

First, let's tackle the money problem—a problem that could be eased by keeping your financial affairs in reasonable order, and by living under the assumption you may be called on by the Navy to leave your family on short notice for extended periods.

Is your contribution to your wife's allotment adequate? If you anticipate shipping out, wouldn't it be wise to increase it?

Another widely accepted means of preparing your family to meet unforeseen expenses, should they develop, is a savings program. If you salt away part of your pay each month, it makes sense that your family probably won't be faced with expenses they can't handle.

An easy, profitable method of holding onto part of your earnings is the purchase of U.S. Savings Bonds. This can be done automatically through your disbursing office. Just ask the DK for a Savings Bond Allotment Request, and fill it out for the amount you wish to save each month. This amount will automatically be withheld from your pay and applied to bonds, which can be cashed in if your family is faced with a rainy day.

But, no matter how much you manage to save, there is always the possibility you or your family may run into financial troubles owing to the unusual situations which can occasionally confront anyone.

If such a situation develops, and you or your family can't handle it

alone, it's time to look for help.

Here are some of the assistance agencies to which you might turn:

**Navy Relief Society**—This is a private organization, supported by private contributions, which is not an official part of the Navy, but is closely affiliated with it. The Navy Relief Society operates exclusively in the field of relieving emergencies among Navy and Marine families.

The Society recognizes that Navy-men are independent, self-reliant, and self-supporting, but owing to the nature of service life, are subject to unforeseen problems.

Navy Relief services are available to all active-duty Navy and Marine families, to retired personnel, and to the dependents of those who die while in the service.

You should not hesitate to seek Navy Relief help in time of real trouble.

Assistance in the form of financial aid, may be given as a loan, grant, or combination of both. No interest is ever charged.

The work of the Society is borne by auxiliaries which are located at the headquarters of naval districts, naval stations, and Marine Corps posts. Branches are located at smaller stations.

All of these auxiliaries and branches maintain offices which are easy to reach and are open during normal working hours. (In an emergency, some of the staff can be reached at night.)

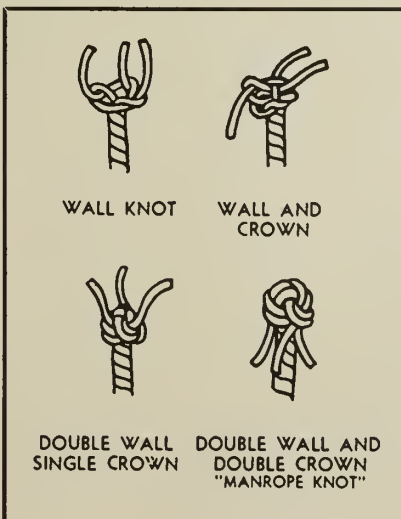
If an auxiliary or branch is not available, write or wire requests to the Headquarters, Navy Relief Society, c/o Navy Department, Washington 25, D. C.

In cases of immediate and urgent need, write or telegraph your request via the local chapter of the American Red Cross, which will assist in seeing that sufficient information is included.

**American Red Cross** — The Red Cross is authorized to conduct a program of social welfare which includes financial assistance for Navy-men. (In an emergency, see your local chapter.)

The Red Cross is an authorized medium of communication between dependents and the Navy, and can assist in gathering the necessary affi-

## Grains of Salt —



davits required when applying for dependency or hardship discharge. In emergency situations where leave or leave extensions are required, a commanding officer may request Red Cross assistance to investigate and verify facts.

**Legal Assistance Officer**—The purpose of the Legal Assistance Program of the Navy is to interview, advise and assist Navymen and dependents who have personal legal problems.

The Navy has established billets for Legal Assistance Officers, who are not only naval officers, but are also members of the bar of a state or the District of Columbia.

LAOs can be found at naval district headquarters, naval shipyards, naval stations, Marine Corps bases, and other naval activities where qualified lawyers are available.

All matters upon which you may consult your LAO are treated with the strictest confidence.

As CNO pointed out, the other problem with which dependents are faced — the Navyman's absence — is a matter of national necessity.

However, when your dependents recognize that the job you do is extremely important, and you do all you can to provide for them in your absence, their worries will be overshadowed by a pride in you.

## List of New Motion Pictures And TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases. Two one-hour TV shows are packaged together for a 108-minute program, but may be shown aboard ship only.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

### Motion Pictures

*The Grass is Greener* (1715) (C) (WS): Comedy; Cary Grant, Robert Mitchum.

*The Goddess of Love* (1716) (WS): Melodrama; Belinda Lee, Jacques Sernas.

*The Misfits* (1717): Drama; Clark Gable, Marilyn Monroe.

*Thunder in Carolina* (1718) (C): Drama; Rory Calhoun, Alan Hale.

*Cry for Happy* (1719) (C)

(WS): Comedy; Glenn Ford, Miko Taka.

*Herod the Great* (1720) (C) (WS): Drama; Edmond Purdom, Sylvia Lopez.

*The League of Gentlemen* (1721): Drama; Jack Hawkins, Nigel Patrick.

*The Sins of Rachel Cade* (1722) (C): Drama; Angie Dickinson, Peter Finch.

*Cimarron* (1723) (C) (WS): Western; Glenn Ford, Maria Schell.

*All in a Night's Work* (1724) (C): Comedy; Dean Martin, Shirley MacLaine.

*Blueprint for Robbery* (1725): Melodrama; Jay Barney, J. Pat O'Malley.

*The Lawbreakers* (1726): Melodrama; Jack Warden, Vera Miles.

*Go Naked in the World* (1727) (C) (WS): Drama; Ernest Borgnine, Gina Lollobrigida.

*The Little Shepherd of Kingdom Come* (1728) (C) (WS): Melodrama; Jimmy Rodgers, Luana Patten.

*Underworld U.S.A.* (1729): Melodrama; Cliff Robertson, Dolores Dorn.

*Dondi* (1730): Melodrama; David Janssen, Patti Page.

*Legions of the Nile* (1731) (C) (WS): Melodrama; Linda Cristal, Ettore Manni.

*Tomboy and the Champ* (1732) (C): Drama; Candy Moore, Ben Johnson.

*Passport to China* (1733): Melodrama; Richard Basehart, Athene Seuler.

*Gorgo* (1734) (C): Melodrama; William Travers, William Sylvester.

### Television Programs

5088: TV-1 (Series) *Wagon Train*—Western; (Episode) Around the Horn. TV-2 (Series) *Overland Trail*—Western; (Episode) The Reckoning.

5089: TV-1 (Series) *Wagon Train*—Western; (Episode) Tobias Jones. TV-2 (Series) *Overland Trail*—Western; (Episode) Sour Annie.

5090: TV-1 (Series) *Wagon Train*—Western; (Episode) Mary Ellen Thomas Story. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) Sleepwalkers Niece.

5091: TV-1 (Series) *Untouchables*—Underworld Drama; (Episode) The 'Jack Legs' Diamond Story. TV-2 (Series) *Bonanza*—Western; (Episode) Julia Butte Story.

5092: TV-1 (Series) *Wagon Train*—Western; (Episode) Kitty Angel Story. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) Runaway Corpse.

5093: TV-1 (Series) *Wagon Train*—Western; (Episode) Hunter Malloy Story. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) Deadly Double.

5094: TV-1 (Series) *Wagon Train*—Western; (Episode) Millie Davis Story. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) The Case of the Silent Partner.

5095: TV-1 (Series) *Wagon Train*—Western; (Episode) Bill Tawnee Story. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) The Case of the Sun Bathers Diary.

5096: TV-1 (Series) *Wagon Train*—Western; (Episode) Ben Courtney Story. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) The Nervous Accomplice.

5097: TV-1 (Series) *Wagon Train*—Western; (Episode) The Last Man. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) The Case of the Green-Eyed Sister.

5098: TV-1 (Series) *Wagon Train*—Western; (Episode) Dick Richardson Story. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) The Daring Decoy.

5099: TV-1 (Series) *Wagon Train*—Western; (Episode) Ella Lindstrom Story. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) The Case of the Rolling Bones.

5100: TV-1 (Series) *Wagon Train*—Western; (Episode) The Jasper Cato Story. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) The Cautious Coquette.

5101: TV-1 (Series) *Wagon Train*—Western; (Episode) The Mathew Lowry Story. TV-2 (Series) *Cimarron City*—Western; (Episode) Respectable Girl.

5102: TV-1 (Series) *Wagon Train*—Western; (Episode) The Vincent Eaglewood Story. TV-2 (Series) *Cimarron City*—Western; (Episode) Child of Fear.

5103: TV-1 (Series) *Wagon Train*—Western; (Episode) The Swift Cloud Story. TV-2 (Series) *Cimarron City*—Western; (Episode) Have Sword—Will Duel.

5104: TV-1 (Series) *Wagon Train*—Western; (Episode) The Conchita Vasquez Story. TV-2 (Series) *Cimarron City*—Western; (Episode) The Rat Man.

5105: TV-1 (Series) *Wagon Train*—Western; (Episode) The Kate Parker Story. TV-2 (Series) *Cimarron City*—Western; (Episode) The Town is a Prisoner.

5106: TV-1 (Series) *Wagon Train*—Western; (Episode) The Jenney Tannen Story. TV-2 (Series) *Cimarron City*—Western; (Episode) Cimarron Holiday.

5107: TV-1 (Series) *Wagon Train*—Western; (Episode) The Andrew Hale Story. TV-2 (Series) *Cimarron City*—Western; (Episode) Burn the Town.



## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 14—Pertained to the security classification of certain Hydrographic Office documents.

No. 15—Amplified Alnav 10, which is concerned with government transportation of foreign-made automobiles.

No. 16—Is concerned with automatic, time-phased downgrading and declassification system.

No. 17—Announced probable expiration on 30 June of the \$50 exemption of customs charges for bona fide gifts from members of the U. S. armed forces.

### Instructions

No. 1120.22C—Provides information concerning procedures for the administration of active-duty agreements for Naval Reserve officers and invites applications from eligible officers who wish such agreements.

No. 4600.1B—Announces a revision of the established system of estimating travel costs resulting from the changes of home ports and home yards of ships and permanent duty station changes of aviation and certain miscellaneous units.

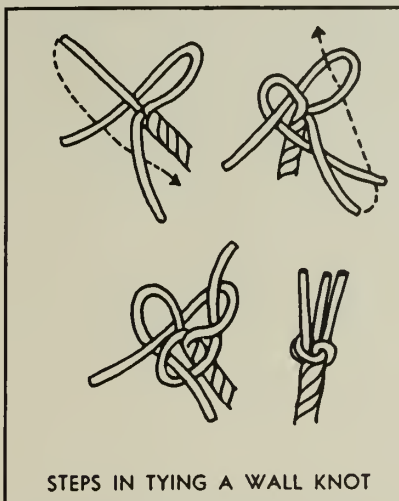
No. 7300.6—Establishes a revised system for the collection and reporting of estimated costs incident to permanent changes of station.

### Notices

No. 1640 (20 April)—Announced Change No. 3 to the *Brig Manual*.

No. 1830 (25 April)—Provided information concerning conditions under which requests for cancellation of applications or authorizations for transfer to the Fleet Reserve will be approved in connection with the LDO program.

## Grains of Salt —



No. 1418 (28 April)—Announced the availability of examination booklets to be used in preparing examinations for advancement in rate to pay grade E-3 of active duty personnel.

## Mohole Is Deep

Scientists have taken the first giant step toward learning facts about the earth as it existed from 20 million to 100 million years ago in Navy-supported Project Mohole off the coast of Mexico's Guadalupe Island.

Technical direction for the operation was provided by the AMSOC (American Miscellaneous Society) Committee of the National Academy of Sciences—National Research Council.

The drilling was to test the feasibility of the Mohole Project. Project Mohole is a plan to drill into the ocean floor through the earth's crust and into the underlying mantle of the earth.

The latest operation was one of a series. The preceding project had taken cores from the ocean's bottom near La Jolla, Calif., at a depth of 3000 feet.

The operation was undertaken while bucking eight-foot waves and 25-mile-per-hour winds, from a floating oil rig named *Cuss I*—a converted World War II cargo barge. The ship is equipped with a 98-foot derrick.

Drilling was done through a well extended through the center of the ship. Drill pipe is fed to the drilling platform by an automatic drill pipe handling system where it is then

No. 1510 (28 April)—Announced the names of active duty enlisted personnel who were provisionally selected by the NESEP selection board for entrance into the program.

No. 1910 (11 May)—Revised the procedures for separation of enlisted personnel who are citizens of the Philippines and those whose home of record is in the Panama Canal Zone.

No. 1418 (15 May)—Announced the schedule of Navy-wide examinations for enlisted personnel to be held in August and called attention to pertinent information regarding advancements in rating.

No. 1520 (19 May)—Described the scope of the Navy Postgraduate Educational program planned for the academic year 1962-63.

No. 1120 (25 May)—Announced that the deadline for submission of applications for permanent appointment to warrant officer (W1 through W4) has been extended from 1 June to 1 August.

handled by standard oil-well-drilling techniques.

*Cuss I* normally carries 8500 feet of drill pipe racked horizontally on its deck, but was modified by AMSOC to carry 13,500 feet of pipe.

*Cuss I* was towed from San Diego to the Guadalupe site by a commercial tug. The site, which is 44 miles east of Guadalupe Island, was chosen because of its nearness to home port; the fact that it is geophysically well surveyed, and because of the low rate of sediment accumulation on the ocean bottom.

Drilling was done in water more than two miles deep, and produced several cylindrical cores of gray-green clay, millions of years old, from depths as much as 560 feet below the ocean's bottom.

The Guadalupe tests were on a trial-and-error basis. It was the first attempt to drill into the ocean floor in very deep water—a process for which technological equipment only recently has come into existence.

This and future borings will give scientists new clues into the geophysical nature of the earth, and give industry clues as to the possibility of oil deposits below the ocean depths as well as to the feasibility of exploring the deep sea for valuable minerals other than oil.

# Report on Living Conditions for Navy Personnel in Vietnam

**D**UTY WITH THE Military Assistance Advisory Group, Vietnam, could be one of the most interesting assignments of your career. If you receive orders to this duty, here's a thumbnail sketch of what you can expect to find there.

MAAG Vietnam falls under the over-all command of an Army lieutenant general, with Navy and Air Force sections within the organization. The naval section is commanded by a Navy captain.

**Assignment** — The Chief of Naval Personnel assigns both officers and enlisted men to the Navy Section, MAAG, as reliefs for specific individuals. Final billet assignment, however, is made by the Chief, Navy Section.

If you are assigned to duty in the Navy Section, your sponsor is the person whom you are directed to relieve. You should correspond with him before you leave the U. S., so he can help smooth the way for your arrival. When you get there, he will meet you at the airport and help you get settled.

Approximately half of the Navy-men assigned to MAAG Vietnam work directly in naval advisory or administrative billets in the Saigon-Cholon area. The remainder are assigned to various other divisions or support units.

**Duty Tour**—The standard duty tour in the Saigon-Cholon area for those not accompanied by dependents is 14 months. Outside the Saigon area, the tour is 12 months. If you are authorized to have your dependents join you in Vietnam, your tour will be extended to 24 months.

**Climate**—You'll find that Vietnam, for the most part, is tropical. There are essentially only two seasons—the wet, which extends from May through November with heavy rain two or three times daily—and the dry, during which the humidity remains high, and the temperature even higher. The normal temperature range is from 80 to 96 degrees.

**Language**—Vietnamese is the spoken language, with Chinese, French and English as secondary languages. Classes are available if you wish to study Vietnamese, although it is a difficult language for most Europeans and Americans to learn. In the

time available, you will probably find it difficult to progress beyond the stage of being able to exchange polite greetings or bargain with shopkeepers. French is spoken in most restaurants and by many servants.

**Dependents**—There are only about 80 sets of quarters for MAAG personnel in all of Vietnam and, consequently, only a very small proportion of men are authorized to bring dependents. At present the figure is less than 10 per cent. For this reason, it is recommended that no preparations for dependent travel be made before you arrive. Personal plans should be based on the assumption that dependents will remain in the U. S. during your entire tour.

**Facilities for Dependents** — If you should be authorized to have your dependents travel with you, or if your dependents join you later, you will find that MAAG-furnished housing is very good.

The Navy Commissary and Exchange carry most goods that would not otherwise be available.

School facilities are good by usual stateside standards, except that high-school-level courses are taught using supervised correspondence school methods.

All families employ servants, since it is difficult for Americans to get along without their help in solving local household problems.

If you are authorized dependent travel, it is suggested that you write your sponsor for further information.

**Personal and Household Gear** — If you travel by MATS, you will prob-

ably be authorized to carry 165 pounds of baggage. Current allowances for household goods shipments may be obtained from *Joint Travel Regulations, Navy Travel Regulations* and your transportation office.

**Your Car**—Local regulations in Vietnam require you to be on station 30 days before you can apply for authorization to have your privately-owned vehicle shipped into the country. If shipment of a vehicle is anticipated, you (or your representative) must deliver it to an authorized port of embarkation (San Francisco, Los Angeles, New Orleans, Norfolk or New York) for later shipment. Current shipping regulations should be consulted before you depart from your present duty station.

You will find that gasoline is cheap in Vietnam because you are granted diplomatic exemption from all taxes. Most MAAG staffers, however, do not desire personal autos because taxis are cheap, and because of congested traffic conditions.

**Berthing**—Unless you are one of the few men lodged in government quarters with your dependents, you will be assigned to air-conditioned, hotel type facilities.

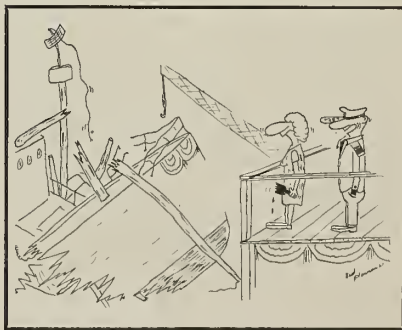
Officers are berthed in the BOQ in Cholon (single rooms) or one of the two BOQs in Saigon (2- to 4-room apartments). Each BOQ has an open mess. Monthly mess fees are from \$45 to \$55.

All enlisted facilities (which include both an open and closed mess) are in Saigon. MAAG will provide you with transportation to and from work.

**Uniforms** — All commanders and above, and other officers and enlisted men who work directly with the Vietnamese in an advisory status, wear uniforms on duty. Other men wear civilian clothes, although some enlisted Navymen other than chiefs may be required to wear khaki uniforms on duty. Correspondence with your sponsor will provide uniform information for your specific billet.

Good quality khaki and white uniforms are available in Vietnam at prices comparable to what you'd pay in the U. S. Uniform hats, braid, buttons, ribbons, and other insignia, however, are not available, so you should anticipate what you'll need,

All-Navy Cartoon Contest  
Neil H. Hansen, AC1, USN



"Mighty fine arm you have there, ma'am!"



and bring an extra supply.

Officers normally wear tropical khaki long on duty, although tropical khaki short is optional. Tropical white long is worn occasionally. The uniform for formal receptions is service dress white (dinner dress, white mess jacket, for commander and above). Informal civilian dress, however, is specified for many of the local social occasions. Service dress blue and khaki uniforms are not worn in Vietnam, although they may be needed for infrequent trips outside the country.

Chiefs and other enlisted men in advisory billets normally wear tropical khaki long (tropical khaki short is optional) while on duty. The duty uniform, when required, for other non-CPOs is tropical white long (service dress white is optional). All enlisted men must have a minimum of one tropical white long uniform.

**Civilian Clothing**—If you are authorized to wear civilian clothing while at work, and for off-duty hours, lightweight summer sports attire is recommended.

Your civvies should be washable, since local dry cleaning is expensive, and is of marginal quality. Before you leave the U. S., it would be advisable to buy several pairs of wash-and-wear slacks and conservative short-sleeve sport shirts.

A wash-and-wear business suit may be necessary, but can easily be purchased after arrival. Economical tailoring of good quality is also available.

Street shoes and sandals are available in Vietnam at reasonable prices. However, you are advised to purchase dress shoes, uniform shoes, gym or golf shoes (if desired) before you report, as prices for these items are high.

**Pay and Per Diem**—You will receive a cost-of-living allowance while serving in Vietnam. The actual payment is revised periodically, and varies with your rate or rank. Check *Joint Travel Regulations* for the current amount.

The MAAG Disbursing Office, which is a Navy-operated facility, will pay you once a month. Payment is made by check, except for a maximum of \$75 (\$100 if your dependents are on station), which may be drawn in U. S. currency. Vietnamese currency can be purchased at any of several places at the international

banking exchange rate.

When you arrive in Vietnam, you should have available resources (currency, traveler's checks, money orders or personal checks) of at least \$50 to tide you over until pay day.

**Mail and Communications**—Mail is handled through the Air Force postal system.

Radio-relayed telephone facilities are available, but are not dependable because of changing atmospheric conditions. Telephone calls to the U. S. may be placed from 0930 to 1130 Vietnamese time (early evening in San Francisco) daily except Sunday. The cost for three minutes is about \$5. However, if someone in the U. S. calls you, it would cost him (or her) \$10 for a three-minute chat.

The commercial telegraph address is MAAG, 606 Tran Hung Dao, Cho-

lon, Vietnam. Your family or friends should not send telegrams to your APO mail address.

**Medical Facilities**—The American Dispensary, located in Saigon, is staffed by three physicians and a dentist. It has limited in-patient facilities, but civilian sources are available if you should require treatment beyond the capacity of the dispensary. Even more extensive medical care is available at Clark Air Force Base in the Philippines, which is less than five hours flying time from Vietnam. Air evacuation facilities are available at all times.

You are encouraged to have all major medical and dental treatment completed before you depart your present duty station and, if you wear glasses, you should acquire an extra pair.

Most tropical diseases are common

## WAY BACK WHEN

### First Subs Go Overseas

The year 1908 was significant in submarine history, for that was the first time a U.S. submarine went on duty overseas or away from the parent nation.

This Navy first was scored by a pair of "A-boats," *uss Porpoise* (SS 71) and *Shark* (SS 8). Both were built in Elizabethport, N.J., and both were commissioned the same day, 19 Sep 1903. They were 107-ton, 64-foot vessels and were based in the Manila Bay area of the Philippine Islands from August 1908 to their final days.

The story of their journey from the East Coast of the U.S. to the Philippines got international attention back in '08. In those days submarines had a cruising range of some 200 miles, which ruled out their making the trip on their own. (A few years previously a U.S. company had sold Japan some subs to be used in the Russo-Japanese War (1904-05), but they were shipped in

a dismantled condition.)

Although it would have been possible to ship *Porpoise* and *Shark* piecemeal, or tow them, it was decided to transport them topside on a large ship.

The auxiliary collier *Caesar* (AC 16) was given the job. In April 1908 the two subs joined the coal carrier at the Brooklyn Navy Yard. They were placed on the ship's main deck and secured with wooden cradles for the long voyage. Steel cables rigged fore-and-aft and athwartships added to the rig-for-sea stability.

*Caesar* and her strange cargo arrived in the Philippines by way of the Suez Canal and Indian Ocean. Off-loading facilities were not available in the islands, so launching ways were built on board *Caesar*. To off-load the subs, the end supports of the cradles were knocked out and the launching ways extended six feet out from the ship's side. Even with this the ways were still seven feet above the water. So the submarines were eased outboard on the ways as far as possible and then dropped belly first into the water.

On 19 Nov 1911 the two ships were renamed *A-6* and *A-7*, respectively. During World War I they performed patrol duty in the Manila Bay area.

In 1909 *Caesar* made a repeat run to the Philippines carrying another pair of submarines. *uss Adler* (SS 2) and *Moccasin* (SS 41) arrived at Cavite, P.I., 1 Oct 1909. Their history during the following 13 years was similar to that of *Porpoise* and *Shark*. All four ended their days as target vessels—and all were stricken from the Navy lists 16 Jan 1922.



in Vietnam, but are preventable, for the most part, by certain sanitation procedures. All local water must be boiled before use, and all vegetables must be cooked or treated before eating.

**Electrical Appliances** — The electric current in Vietnam is 50-cycle AC. Phonographs, tape recorders and other motor-operated items, therefore, should be fitted with 50-cycle adapters before you ship them or bring them into the country. Most electric shavers operate satisfactorily.

**Recreation**—There is a golf course in Saigon—membership is open to all men for a monthly fee of about \$7. Although golf clubs are available from Special Services, it is best to ship your own if you intend to make use of the course. There is no pro shop, and Navy Exchange golf equipment is limited to balls.

Two EM clubs and two officers' clubs provide the usual facilities in the Saigon area, and a cooperative mess at Nha Trang also has limited

QUIZ AWEIGH ANSWERS		
Quiz Aweigh is on page 41.		
1. c	3. b	5. b
2. a	4. a	6. c

club facilities.

The Cercle Sportif, a club having facilities similar to most U. S. sports clubs, including an excellent swimming pool, is open for membership to commissioned officers. Monthly membership fee is approximately \$7.

A theater, operated by the Army-Air Force Motion Picture Service, is located in Saigon.

Softball, volleyball, badminton and tennis leagues have been organized for MAAG and other U. S. and foreign agency staffers. MAAG vehicles are available at a nominal fee for recreational use, and there are two beach sites with good hotel facilities only three hours driving distance from Saigon.

Special Services provides library facilities, record loaning service, ath-

letic gear and handicraft equipment. A local radio station broadcasts daily news in English and plays American music. In addition, fair reception of Manila Armed Forces Radio Service broadcasts is usually noted.

**Newspapers and Magazines** — The Pacific edition of leading news magazines and an English-language daily newspaper are all available in Vietnam. *Pacific Stars and Stripes*, which is air-shipped from Japan, is available on a subscription basis. Surface mail delivery takes from four to seven weeks, so most men limit their magazine subscriptions to specialty and professional periodicals.

**Churches**—An American Community Church (non-denominational Protestant) and an American Catholic Church are located in Saigon. Lay meetings of the Church of England and other denominations, and various Bible study groups, are also held in the Saigon area. Auxiliary chaplains, both Catholic and Protestant, are associated with MAAG.

**Leave and Liberty** — You can visit several good tourist towns in Vietnam while on leave or liberty. Most transportation is by commercial aircraft, or by MAAG aircraft on a space-available basis.

Travel outside the country in a leave status is also possible. Bangkok, New Delhi and Manila may be visited via MATS space-available travel, and commercial transportation for travel to Cambodia is available. Occasional flights to Hong Kong and Singapore are made with some space available for men in leave status.

School facilities are good by the usual Stateside standards, but high school level courses are taught by means of supervised correspondence school methods. If you are authorized dependent travel, it is recommended that you obtain information concerning other pointers on living conditions from your sponsor.

## Latest Changes to Rating Structure Go Into Effect

The enlisted rating structure, up for a periodic Board of Review examination recently, was found to be trim and muscular with the exception of two emergency ratings the reviewers thought unnecessary.

The structure is now minus Aviation Pilot (ESV) and Photogrammetry Assistant (ESP), both carved off during the minor operation.

## WHAT'S IN A NAME

### Terms for the Experts

Port and starboard, fore-and-aft, inboard and outboard are all common terms that we Navymen know and recognize as shipboard antitheses. And they are not the only ones. There are many nautical terms to express contrasting movement, form, or direction which are in general use throughout the Navy.

In drills we go up and forward on the starboard side of the ship and down and aft on the port side. It's not hard to visualize what a drill would be like if this traffic pattern were not strictly enforced.

A ship's lengthwise direction, from bow to stern, is fore-and-aft. At right angles to fore-and-aft is athwartships. Roll and pitch are the ship's rocking motions. Roll is the side-to-side motion, while pitch is the motion fore-n-aft.

When we increase the scope on the anchor chain we pay out (or veer); to shorten it we heave in. In marlinespike seamanship, we worm and parcel with the lay and turn and serve the other way.

Here are a couple of terms that may even stump the experts. When the wind shifts in a clockwise direction it veers, and when it shifts in a counter-clockwise direction it backs. Try those on your shipmates.

By looking at a ship from dead ahead we can tell if her sides have a flare or a tumble home. If they have a flare, the

line from the deck-edge to the water line curves in and is concave. When they have tumble home, the line bulges out and is convex. The latter will more likely be found in small boats.

In navigation, longitude measures east-west distance and latitude is a north-south measurement.

Tides rise and fall. When tidal currents are incoming they are flood currents and while outgoing, they are ebb currents.

We feel sure that most of these terms are not new or unfamiliar to you, but that new fellow in the next compartment may not be as sharp on nautical terms as you are.





## Here's a Handy Do-It-Yourself Mileage Computer

Every now and then an inventive Navyman designs a gadget or tool which helps speed up certain aspects of his everyday job. Occasionally such do-it-yourself devices are considered practical enough to warrant the attention of shipmates who do similar work, and might like to duplicate the job aid for their own use.

Such is the case with the brain child of William D. Paschall, YN1 the transfer yeoman aboard USS *Intrepid* (CVA 11). He has designed an all-purpose mileage computer which, at a flick of the wrist, shows exactly how much travel time is authorized from Norfolk, Va. (*Intrepid's* home port), to any of 147 U. S. cities.

The computer lists the number of days allowed by both commercial transportation and private vehicle, and also shows how many miles it is to the city for travel pay purposes.

*Intrepid's* transfer and disbursing offices used the Paschall Computer for 17 months, after which they agreed that the device sharply reduced the time it formerly took to determine mileage and compute travel pay.

So, if you want one, here's how to do it:

To start with you'll need two round pieces of light cardboard (a file folder will do nicely)—one eight and three quarter inches in diameter, the other, six and one quarter inches.

Center the small piece on the larger, and trace a line around the smaller section's outer edge. Remove the smaller section and you'll have a one and one-quarter inch margin all the way around the larger.

Set the smaller portion aside (but don't lose it).

Now, determine how many cities you want to include on the computer for travel purposes from your station (Paschall had 147), and make one light pencil dot for each city on the outer edge of the large section. Space the dots so each is an equal distance from the next.

Then carefully draw a straight line to each dot from the scale's

exact center, after which there will be a number of separate sections, each to represent one city.

Print the name of one city in each of the outer edge sections.

Next, about three quarters of an inch to the left of the name of each city, print the number of miles between your station and that city. Then go another half inch toward the center of the scale and print the authorized number of days for travel to that city by private vehicle.

Another half inch to the left, print the number of days authorized for travel to that city by commercial transportation. You will notice that your printing must be increasingly smaller for each of these series of numbers, because each section grows thinner as it approaches the center of the scale.

Follow suit all the way around the scale for each city.

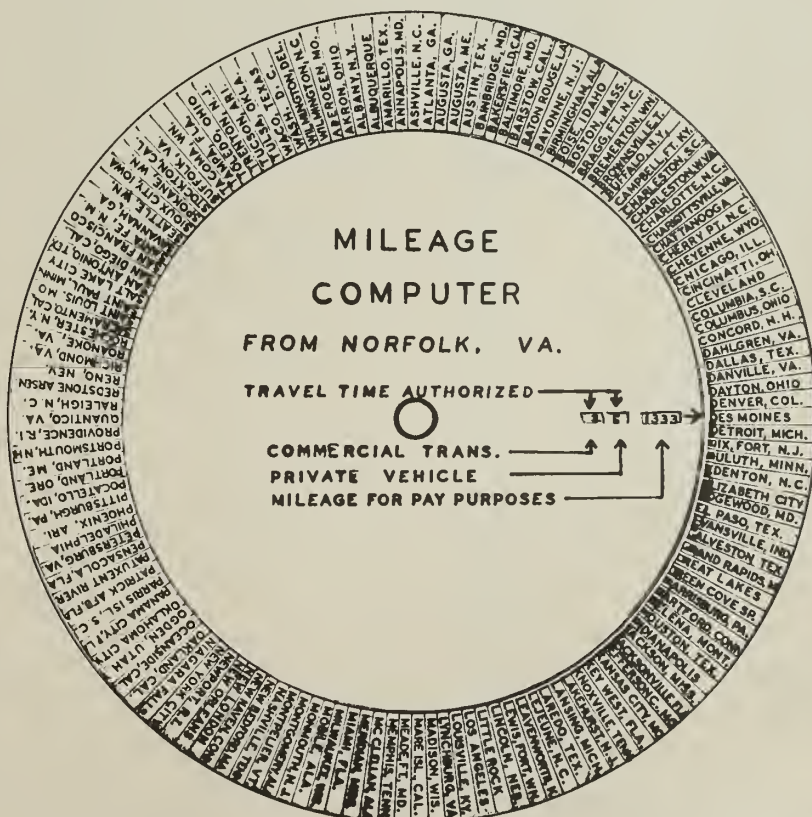
Now take the smaller circle and again center it on the printed scale. Secure the two together at the center with a small nut and bolt. You must be able to turn either

section independently in a complete circle, so don't clamp it down too tightly.

Using a razor blade, cut little "windows" in the top section to reveal the three series of numbers you have printed on any one section of the bottom scale.

Your computer now needs only an explanatory guide printed on the face of the top section. Center "Commercial Transportation" just below the head of the bolt, and draw an arrow from this wording to the number revealed nearest the center of the scale. Do the same with "Private Vehicle" and "Mileage for Pay Purposes," drawing arrows after these wordings to the appropriate numbers indicated on the scale.

Now, simply by revolving the top section, you can see at a glance exactly how far it is from your station to the city listed on the outer edge of the computer, how much time is authorized for travel to that city by private vehicle, and how many days are authorized for commercial travel.



## Advice from Man Overboard: "Keep Calm"

Refueling had just been completed and the hose-handling gang aboard *uss Intrepid* (CVA 11) was busy unhooking the hose so they could pass it back to the refueling tanker, *uss Severn* (AO 61).

Wearing their bulky lifejackets, the hose-handlers wrestled the awkward hose up to a position where it could be fastened to the wire between the two ships, and hauled back to the tanker. It was just a little while before midnight, in the Med.

Seaman Steven R. Walkup was closest to the edge of the platform deck on which the crew was working. The railing, normally strung up to prevent anyone from accidentally falling over the side, had been taken down so it would not be torn off and entangled in the hose.

"When we unhooked the hose, a little fuel spilled on the metal deck," recalled Walkup. "I had my arms wrapped around the hose, helping to lift it up to the wire, when I felt myself sliding across the deck. I hung on to the hose to keep my balance and before I knew what was happening, my feet had slipped out over the water."

"I was hanging in mid-air, facing my ship, and the rise and fall of the hose as the ships rolled caused the poor grip I had on the hose to slip. Suddenly, I felt myself falling down through the darkness."

"I hit the water feet-first. The salt water burned my eyes as I struggled for the surface as hard as I could. As soon as I reached the surface I looked up, and all I could

see in the darkness was the carrier passing by. I heard the loudspeaker blaring 'Man Overboard!' as I watched both ships pass by me."

"Things seemed to happen very slowly," Walkup continued, "but all this time two thoughts kept rushing through my mind: One was that this must be happening to someone else; the other was like a voice telling me to keep calm. The voice kept saying, 'Everything will be all right if you just keep your head.' I think I was talking out loud to myself."

"I could see the fantails of *Intrepid* and *Severn* traveling away from me. Then I saw they were dropping red flares in the water. I tried to swim for the flares, but I'd get just so far and the swells would carry me back. The harder I tried to swim to the flares, the farther away they floated."

Walkup was unaware that as soon as he was reported overboard, the lifeguard destroyer *uss Corry* (DDR 817), which was operating astern of the ships, was alerted.

"I was rising and falling with the swells," Walkup related, "and I could see that the ships were getting farther away. Then out of nowhere, it seemed, a bright light flashed over me. The light startled me, and when I turned to see where it came from, I saw a destroyer just a couple hundred yards away from me."

"The light passed over me once, and I was afraid they hadn't seen me. I raised my arms and waved to them, yelling 'Here I am!' for all I was worth."

"I guess they heard me, because

the light came right back on me. I saw someone on the destroyer throw a life ring, but it fell off to one side. I tried to swim through the swells to reach it, but couldn't. I then saw someone else throw a lifeline, and this time I managed to grab hold of it and wrapped it around my arm so it wouldn't slip away from me as they pulled me in."

"After I had been pulled almost to the ship, I saw that they had put a cargo net over the side, and several men had climbed down to the water level to help me aboard."

"Up to then I didn't realize how cold and exhausted I was. I never dreamed I had only been in the water for 12 minutes—it seemed like an hour. Aboard *Corry*, someone had blankets for me, and as soon as they were put around me I was led to the sick bay, where the doctor checked me over for cuts and broken bones."

"As soon as they found out I was still in one piece, *Corry's* captain spoke with me for a few minutes and ended by saying, with a pat on my shoulder, 'You're a very lucky man.' By that time it dawned on me that it really had been me out there in the water, and I was more than ready to agree with him."

"After my check-up, the doctor gave me a shot of brandy and a couple of tablets to swallow, and then put me to bed. That's the last I remember until the next morning when I was picked up by helicopter and returned to my ship."

Calmness, alertness, teamwork and fast action had paid off.

—Robert D. Moeser, JO1, USN.

## Camera Trainers for Pilots

Naval aviators can learn to photograph targets from 30,000 feet while flying at a hypothetical 600 knots in new flight simulators recently delivered to the Navy. The training device shows student pilots terrain and targets as seen from different altitudes and under varied light conditions.

The trainers, which will be used at Cecil Field, Fla., and at the Naval Air Station, Miramar, Calif., should provide better training for pilots and

maintenance technicians.

Although this type trainer is designed primarily to supplement existing F8U-1P (photographic) cockpit and camera trainers, it can also be used to train pilots for other types of photo aircraft.

Through a system of lenses and mirrors, the trainer presents to the pilot photographic images and flight paths. A fan-cooled 1000-watt projection device illuminates the aerial film and projects a picture onto a screen in front of the pilot. The

instructor can introduce, through movement of the film, such aerial factors as aircraft velocity and direction, and wind velocity and direction. Because the cockpit trainer can move in four directions, student pilots get a realistic over-the-ground picture.

Two electronically controlled lenses in the trainer present terrain area as it would be seen either from 10,000 or 30,000 feet. The trainer can also simulate flights at speeds up to 600 knots and wind velocity up to 60 knots from any direction.



## Amphibious Universities Are Located on Both Atlantic and Pacific Coast

Centered at the Naval Amphibious Base, located on the Pacific Coast one mile south of Coronado, Calif., is a cluster of training activities, schools and support facilities which, appropriately enough, could be called an amphibious university.

This facility, Amphibious Training Command, U.S. Pacific Fleet, specializes in teaching the art and science of amphibious warfare.

More than 2000 miles to the east, on the Atlantic Coast, a training command with the same mission—PHIBTRALANT—is located at Little Creek, Va.

The way these two organizations go about accomplishing their missions is similar. PHIBTRALANT and PHIBTRAPAC each have facilities which include their Naval Amphibious Bases, Landing Force Training Units, Amphibious Schools, and Amphibious Operational Training Units.

Through their varied training programs, which range from classroom theory to practical shipboard work, the PHIBTRAS keep the operating units of our amphibious forces up to date and in fighting trim.

The Naval Amphibious Base, San Diego, was created by dredging in the waters of San Diego Bay during the early days of World War II. In 1947 the Amphibious School was established by SecNav, and designated as the U.S. Naval Amphibious Training Unit. Redesignated the U.S. Naval Amphibious School, Coronado, in April 1958, it became a shore activity under the military control of Commander Amphibious Training Command, U.S. Pacific Fleet.

The base provides housekeeping and support facilities for its tenants, and, as its temporary wartime structures give way to modern buildings, it is taking on the appearance of a university campus.

PHIBTRALANT has the same facilities as her West Coast counterpart. The Atlantic Coast base was also built in the early stages of WW II.

On 27 July 1942, what was once 1761 acres of muddy soil became the foundation for the Amphibious Training Base, Little Creek, Va. A year later the Amphibious Training Command, U.S. Atlantic Fleet, was activated there.

Today the beaches at Little Creek

and Coronado are among the most assaulted areas in the world. Weekly training exercises of amphibious crews and ships entail some form of amphibious activity every working day, and sometimes on weekends.

Among the different courses taught at the two schools are air support, naval gunfire support, landing craft control, intelligence, communications, naval beach group operations and underwater demolition.

Training is also conducted in cold-weather operations and helicopter vertical envelopment.

Both schools help plan naval gunfire support and shore bombardment training for ships.

The Landing Force Training Unit administers basic instruction to new and inexperienced men, as well as refresher training for seasoned troops in such subjects as amphibious indoctrination, planning, intelligence, operational arms, communications, medical, logistics, shore party, embarkation and transfer loading and equipment waterproofing.

Amphibious activities centered at the two bases are not, however, confined to training. Several operational units are also home-ported at the amphibious bases.

They are the Naval Beach Group (assault craft units, beachmasters amphibious construction battalions), underwater demolition units and tactical air control squadrons.

Men of the beachmaster units are popularly known as the traffic cops of an amphibious beachhead.

The assault craft unit's primary mission is to provide medium landing craft for amphibious assaults.

The amphibious construction battalion's main objective is to help secure a beachhead. These units handle pontoon causeways, transfer barges and other seaborne equipment.

The primary function of an amphibious tactical air control squadron is air support in the objective area of an amphibious landing.

Perhaps the most widely publicized units in the Amphibious Forces are the frogmen of Underwater Demolition Teams.

Frogmen concentrate on reconnaissance of enemy-held shorelines, including the removal of enemy mines, the destruction of underwater obstacles, the removal of wreckage, and other clearance operations which require explosives.

We can't imagine why you'd want to know, but it's a comforting thought that if you should idly ask the question—"What's the temperature like 40 miles up today?"—there's one naval activity prepared to give you an answer.

That's the Pacific Missile Range headquarters at Point Mugu, Calif., which recently made its one-hundredth successful launching of an upper atmosphere meteorological research rocket.

Many people, concerned with America's space programs, do want to know what the weather's like at 200,000 feet. As part of an inter-service effort in which rockets are launched from eight locations within the U.S., the Navy at Pt. Mugu fires two types of small rockets—the 92-inch Arcas and the 72-inch Loki—some 40 miles up to obtain data on temperatures and winds.

Information on the temperature of the upper atmosphere is vital to America's space programs, because the temperature of the air affects the density of the air and the reentry of space vehicles.

No attempt is made to recover the rockets.



Weather rockets have been fired from Pt. Mugu during every season of the year since October 1959.

Arcas rockets release a parachute attached to the body by metal lines, which permits tracking of the vehicle on the long-range radar at Pt. Mugu. As the Arcas drifts back to earth a battery-powered transmitter sends out a continuous signal, the strength of which is dependent upon the temperature's effect upon an exposed resistor.

Less complex Loki rockets measure only wind current. When these reach maximum altitude they explode and send a myriad of metal foil strips drifting back to earth. Tracked on radar, these strips furnish information on prevailing air currents.



# DECORATIONS & CITATIONS



**DISTINGUISHED SERVICE MEDAL**

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

## Gold Star in Lieu of Third Award

★ SABIN, Lorenzo S., Jr., VADM, USN, for service as Chief of Staff to the Supreme Allied Commander Atlantic (SACLANT) from November 1957 to March 1961. Cognizant of the potential major threat of enemy submarines in the Allied Command Atlantic area, he sponsored the creation of the Submarine and Antisubmarine Warfare Section within SACLANT. In the field of military planning, his ability to organize realistic exercises, and to interpret and adapt the knowledge gained therefrom, has led to constant improvement of operational plans, and has furthered the over-all combat readiness of NATO Naval forces.



**LEGION OF MERIT**

"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."

## Gold Star in lieu of second award

★ CLARKE, Ralph S., RADM, USN, for exceptionally meritorious conduct in the performance of outstanding service from April 1959 to May 1961 as Deputy Commander, Naval Striking and Support Forces Southern Europe. Rear Admiral Clarke has made a significant contribution toward insuring the combat readiness of the Naval Striking Forces Southern Europe (United States Sixth Fleet).



**NAVY AND MARINE CORPS MEDAL**

"For heroic conduct not involving actual conflict with an enemy . . ."

★ CONLEY, Buddy A., SN, USN, for heroic conduct on 17 Dec 1960 while serving on board *uss 'Constant'* (MSO 427), en route in column from Sasebo, Japan, to Kaohsiung, Taiwan. When a shipmate accidentally fell overboard from the fantail of *Constant* into heavy seas, Conley unhesitatingly dived into

the icy waters and swam to the side of the panic-stricken victim with a life ring. Both men were quickly rescued by *uss Pivot* (MSO 463), the next ship in column. Through his prompt and courageous efforts in an emergency, Conley was directly instrumental in saving the life of a shipmate.

★ GANGLOFF, Ronald J., IC3, USNR, for heroic conduct on the night of 5 Nov 1960 while serving on board *uss Cero* (SS 225), moored to a pier in the Detroit River at Detroit, Mich. Upon hearing a disturbance on deck, Gangloff immediately proceeded topside and sighted a sinking cabin cruiser. Observing that two of the craft's three passengers had reached safety, but the third was clinging to the sinking craft which was drifting away in a swift current, he quickly sounded an alarm to summon aid and unsuccessfully attempted to pass a safety line to the victim. Gangloff then entered the frigid water and swam approximately 25 yards to the man. The craft had sunk and the man was struggling to stay afloat. Despite the strong current, darkness, and the struggles of the victim, Gangloff managed to tow him close enough to shore to grasp a safety line passed by a shipmate.

★ HILDEBRAND, Wayne T., LTJG, USN, for heroic conduct on the night of 14 Dec 1960 while serving on board *uss Hyman* (DD 732) in the Mediterranean Sea area. With his ship engaged in rescuing a downed naval aviator from the extremely rough and wintry waters of the Mediterranean, Hildebrand observed that the struggling pilot was unable to release himself from his parachute which, acting as a sea anchor, created sufficient drag to force the victim to release his grip on the life line. Quick to act, Hildebrand dived from the forecastle of his ship into the hazardous five-foot seas, swam to the side of the drowning aviator, and succeeded in keeping him afloat until the ship maneuvered into position and lifted both men to safety. Through his prompt and courageous actions in the face of grave personal risk, Hildebrand was directly responsible for saving a fellow officer.

★ MCBRIDE, Arthur L., DC1, USN, for heroic conduct on 30 Nov 1960 while serving at the U.S. Naval Submarine Base, Pearl Harbor, Hawaii. Engaged in diving operations when he became aware that his diving partner, who only moments before had assisted him to the surface, was slipping under the water in an obviously semiconscious condition

with mouthpiece hanging loose, McBride, although extremely fatigued and depending upon a malfunctioning breathing apparatus, unhesitatingly dived beneath the surface and succeeded in recovering his partner. Exerting his last bit of strength in the rough and turbulent seas, McBride managed to keep his shipmate afloat until the arrival of a rescue boat.

★ PAINTER, Philip C., LTJG, USNR, for heroic conduct on 29 Jul 1960 while serving on board *uss Sumner* (DD 692). When an aircraft crashed into the sea after the tail hook of the plane parted while landing on *uss Saratoga* (CVA 60), *Sumner*, as plane guard, approached the aircraft to render whatever assistance was possible. Although Painter was not one of the rescue party in *Sumner*, he voluntarily leaped into the water and swam to the aircraft in an attempt to rescue one of the downed airmen who was afloat just aft of the starboard wing. Securing a firm grip on the airman, he swam a few yards toward the ship before realizing part of the victim's survival gear was caught onto the aircraft. Painter quickly dived beneath the surface of the water in a vain effort to disengage the fouled gear. He then received a line from *Sumner* and was engaged in tying it to the parachute harness of the airman when the airplane sank, pulling the man down with it. Persisting in his efforts, Painter followed the victim beneath the water and again attempted to release him, but to no avail. He demonstrated courageous and selfless actions in risking his own life in an attempt to save the life of another.

★ TRAUTT, Robert A., Jr., SN, USN, for heroic conduct on 2 Dec 1960 in attempting to save the lives of three small children who were trapped in a burning house in Charleston, S. C. Observing smoke coming from an upstairs window of a neighbor's home, Trautt, upon learning that three children were alone on the second floor, immediately rushed to the rear door and tried to enter. Driven back by smoke and flames, he hurried to the front door, moved into the house on his hands and knees to lessen the effect of the smoke, and succeeded in groping his way through the house and up the stairs. Stumbling through two rooms, he finally located the victims. Picking up two children, one under each arm, he managed to make his way downstairs and outside where he quickly commenced to administer artificial respiration to one child until later relieved by firemen.



# ICEBREAKER



## in Deep Freeze

*Icebreakers first appeared in the U. S. Fleet during World War II when it was common knowledge among war planners that control of Arctic waters depended on a type of ship that could smash her way through ice, clearing a path for other forces to follow. As a result, the Wind class ships (Eastwind, Westwind, etc.), measuring 269 feet in length with a 6000-ton displacement, emerged as the first U. S. icebreakers.*

*The termination of war, however, didn't make the icebreaker obsolete. In 1955, the Navy's fifth and largest, icebreaker was placed in commission as USS Glacier (AGB 4). She is 2000 tons heavier and 40 feet longer than the Wind class breaker, and is equipped with 10 of the largest diesel-electric engines ever built.*

*Since her commissioning, Glacier has participated in each of the six Operation Deep Freeze exploratory and scientific research missions to Antarctica.*

*Glacier's first cruise was truly a cold water baptism into the Navy. Her role in Deep Freeze I served as both shakedown cruise and maiden voyage.*

*Her latest venture to the Antarctic, as a key support factor in Deep Freeze VI, is detailed here in this special report, made available by the ship.*

**U**SS Glacier departed Boston on Oct 13 1960, and, after spending four days in New York City, sailed for the Panama Canal Zone. Thus commenced the ship's sixth assignment with Operation Deep Freeze.

After brief stops at Rodman Naval Base in the Panama Canal Zone, and Pago Pago, the ship arrived in Port Lyttelton, New Zealand on 21 November and

spent the following week loading cargo for her trek to the Antarctic. On 28 November, under the flag of CAPT Edwin A. McDonald, USN, Commander Task Group 43.1, she departed for the McMurdo Sound area.

*Glacier's* assignment fell into three general categories. First, she was to complete her annual task of breaking a channel through the McMurdo Sound ice so that other ships of the task force could move supplies and relief personnel to McMurdo Station.

Upon completion of this, *Glacier* was to return to New Zealand and complete logistic preparations for her second mission, a scientific expedition to the Amundsen Sea, including, if possible, penetration into the icebound Walgreen Coast.

Finally, upon completion of explorations, *Glacier* had as a third mission the support of further survey work and oceanographic data collection in the area of various sub-Antarctic islands near the Palmer Peninsula.

The first ice of the season, a tubular berg, was sighted on 1 December, at latitude 63-40 South and longitude 179-11 East. While still 800 miles from McMurdo Sound, the ship entered a general area of icebergs, bergy-bits and loose pack ice of 6/10th coverage.

On Sunday, 4 December, a consolidated pack (10/10ths) was encountered, and then the fast bay ice of McMurdo Sound. Ice thickness in McMurdo ranged from three to six feet, then increased to nine feet at the southern end of the channel.

*In such a situation the unique design of an icebreaker pays off. As a rule, they are stubby in appearance, with*



**SOLID SEA**—USS Glacier (AGB 4) and USS Staten Island (AGB 5) crush their way through ice in Bellingshausen Sea.

beams almost double that of a normal ship of similar length. Wind class breakers have successfully coped with ice up to 12 feet thick, while Glacier can crush her way through ice more than 15 feet thick. Normally they depend on ramming themselves through ice floes. If this method fails, they can rise atop the ice and crush it with the weight of their hulls.

Icebreakers are built with round bottoms to prevent the massive force of pressure ice from crushing their hulls. When the ice pressure becomes too severe, it merely pushes the hull up instead of in.

Another feature of the modern icebreaker, designed to facilitate working free from ice jams, is a means of rocking the ship with the aid of large ballast tanks situated on either side of the vessel. Pumps of large capacity can transfer water ballast between the tanks in a matter of minutes, setting up a rhythmic 10-degree roll which is usually sufficient to rock the ship free.

Modern icebreakers carry enough fuel and supplies to sustain themselves for an almost indefinite period, should they become stuck in the ice. Additional supplies could always be provided by air, if necessary.

**DOWN BELOW**—Members of Glacier's black gang man the main control as the large icebreaker leads the way.



Also, all icebreakers today carry one or more helicopters, which search out and mark leads in an ice field through which the ships can most readily force their way.

**F**ROM 8 TO 10 DECEMBER, at a position about seven miles from Hut Point, Glacier moored to the ice and off-loaded high priority construction materials which were then transported to the base by tractor train.

When the channel was finished and other icebreakers—USS Staten Island (AGB 5), USS Edisto (AGB 2), and USCGC Eastwind (WAGB 279)—had arrived in the area, Glacier departed McMurdo on 24 December for drydocking and repairs at Wellington. Casualties included bent and broken blades on each propeller, a ruptured gasoline tank, and a leak in the ship's after fresh water tank.

In summary, however, the McMurdo phase of Glacier's Deep Freeze operation went smoothly and without incident. The ship's unusual approach to clearing a channel proved both fast and efficient, averaging more than a mile each day through the fast bay ice. The completed channel, wide enough for two ships to pass abreast easily, extended past Hut Point to the very edge of the ice shelf that forms Williams Field runway.

(What Glacier's crew calls the "Modified Herringbone" method of breaking channel is probably unique to the ship owing to her power and weight advantage. It involves making three parallel runs into the ice, spaced anywhere from one-half to two ship-widths apart, depending on the desired width of the channel. The center run is made in the desired direction of progress. Because of the angles involved, each successive run is able to displace ice into the area broken by the previous run, thus allowing steady and continuous progress. This method helps solve the problem of ice displacement when breaking through fast ice with no cracks or leads.)

**O**UT OF DRYDOCK on Sunday, 29 January, Glacier got underway from Wellington for the Amundsen Sea where she was to rendezvous with USS Staten Island, and form Task Group 43.1 for explorations. In addition to CTG 43.1 and his staff, scientists, foreign observers and correspondents were embarked aboard Glacier.



These included representatives from the U. S. Navy Hydrographic Office, the National Science Foundation, U. S. Geological Survey, Great Britain's Scott Polar Research Institute, a South African navy ice pilot, an Argentine navy oceanographer, and a Brazilian meteorologist.

*Glacier's* trip to the ice was without incident. On a general heading of southeast, the ship sighted her first iceberg on 1 February, near 61-40 South latitude and 164 West longitude. During the next two days, icebergs became larger and more frequent, and, on early morning of the 4th, the ship entered brash ice at about 70 degrees South, 200 miles from the continent, with medium-sized floes, 8/10ths ice coverage, and numerous icebergs in the area.

The ship proceeded eastward along the edge of the pack, and by the morning of 5 February had made contact with *Staten Island*. The two ships rendezvoused that afternoon, and then proceeded southeast toward the Antarctic Continent and Cape Flying Fish on Thurston Peninsula.

**W**HEN THE COAST of Thurston Peninsula was sighted at about noon on 6 February, the two ships were following leads eastward through heavy pack ice of five-foot thickness. Once the Peninsula was reached, a decision had to be made as to the expedition's direction—whether to go westward from Cape Flying Fish into the Amundsen Sea, or eastward into the Bellingshausen. Because of a wide coastal lead eastward along the northern shore of the Thurston Peninsula, CTG 43.1 decided first to attempt the Bellingshausen penetration.

By 0800 on Tuesday, 7 February, *Glacier* was at 71-47 South, 95-47 West, and had already gone farther eastward than had been possible during the previous year's expedition into the Bellingshausen.

Helicopter reconnaissance confirmed the feasibility of eastward progress, and of access to the uncharted, ice-bound Eights Coast.

The next few days *Glacier* explored and observed, working her way eastward along the Thurston Peninsula and the Eights Coast. The ship's track, positioned by sun line, became the base for a radar and visual survey of coastal areas. Shore parties, including men from ship's company as well as scientists, took theodolite astro-positions at exposed coastal sites, and obtained bearings on surrounding peaks and ice features. The use of helicopters brought sites 60 miles from the ship within range, adding immeasurably to area coverage.

**I**T WAS FROM the helicopter that what turned out to be perhaps the most important single observation was made. First and foremost, it was conclusively proven that the 3500 square miles of Thurston Peninsula, separating the Amundsen and Bellingshausen Seas, is, in fact, not a peninsula, but an island surrounded by ice shelf.

This had been suspected during last year's expedition, but without sufficient documentation to be acceptable. On 8 February, however, *Glacier's* helicopter flew over Seraph Bay, which lies to the east of Thurston. From an altitude of 5000 feet, the Seraph Bay ice shelf extended southwest to the limit of vision, approximately 95 miles. To the west of Thurston lies Peacock Bay, bounded by ice shelf which extends to the limits of accurate aerial photographic coverage as shown on the most recent charts.

If *Glacier's* observations are considered reliable, there



**HOMING BIRD**—*Glacier's* helicopter comes in for a landing after scouting ice situation around the ship.

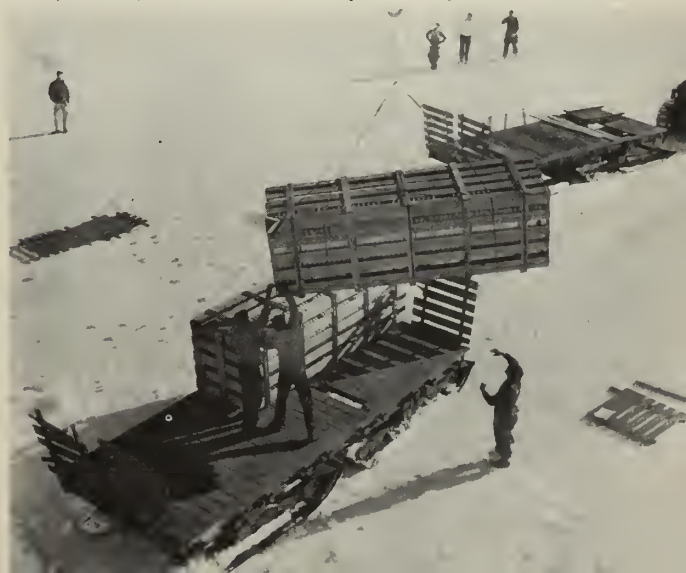
can be no doubt that Seraph Bay and Peacock Bay are actually ice-choked inlets, with their ice shelf perimeters extending to join each other and surround what must then be "Thurston Island."

A second observation concerns the character of the Eights Coast as it extends eastward from Thurston Peninsula (Island). As *Glacier* followed the edge of the coastal ice shelf beyond Thurston along the Eights Coast, she passed various landfalls determined to be islands, almost completely flooded with ice and seasonal snow accumulations.

**T**WO OF THESE LANDFALLS, with exposed rock outcrops, were sites for shore party astro-positions. Again from the helicopter it was revealed that the western section of Eights Coast consists of a series of islands, with ice rises extending to the east for an unknown distance—in effect, a chain of islands with a tremendous mass of shelf ice in between. The actual coast of the area is now thought to be farther south than previously revealed, hidden beneath the depths of the continental ice plateau.

On 10 February, a reconnaissance flight discovered a camp site some 50 miles inland. It turned out to be that of a geological survey party from the University of Minnesota which had been flown to the site from McMurdo, and had vacated the area only a few weeks before *Glacier's* arrival.

Even though the existence of the site was known, its **SNOWBOUND**—Navymen offload cargo from USS *Glacier* (AGB 4) on to sleds for trip to Deep Freeze base.





**STRANGE SOUNDS**—Depth sounding gear on *Glacier* records contour of bottom in unknown polar region seas.

location so near the coast was unexpected, and its chance discovery by *Glacier* observers came as a surprise coincidence. The event seemed to point out that even with Antarctica's great and little known expanse, separate operations and diverse activities can yet come in contact, with ever-increasing opportunities for mutual support.

The following day, *Glacier* helicopters spotted the University of Wisconsin's Ellsworth Highland Traverse, which was completing a three-month overland trek from Byrd Station to the Minnesota site along the coast. The traverse leader, Dr. Charles Bentley, was flown to the ship for a conference with CAPT McDonald, and while on board he had an opportunity to check his altimeter with the sea level readings of the ship. This was another case to illustrate the possibilities of naval support for scientific endeavors in the Antarctic.

**T**HAT SAME DAY turned out to be something of a landmark date. On 11 February *Glacier* had reached the eastern extremity of her Bellingshausen explorations. Moored to the thick sea, she was only a mile from the coastal ice shelf to the south. She had made her way through the ice along some 80 miles of coastline historically described as unpenetrable by any ship in the world, and had charted it for future navigation and exploration. Her shore parties, after overnight encampments, had been able to establish fixed and accurate positions to provide a basis for future aerial mapping and year-by-year observation of changes in the Eights Coast ice shelf.

Rock samples were collected for geological studies. From the ship, oceanographic data was obtained and depth soundings taken whenever open water permitted. A survey was made of all visible bird and animal life in the region, which, scarce as it is, was still significant to biological researchers. Plant life, which is rare in Antarctica, was found in the form of primitive lichens on exposed rock outcrops, and again specimens were collected.

On Sunday, 12 February, *Glacier* joined and moored alongside *Staten Island*, bows to the fast ice. A shore party was dispatched to study and survey a rock outcropping some 45 miles from the ships. After the party was established at the site and the helicopters had returned, it became apparent that the weather was becoming bad.

**B**Y AFTERNOON OF THE NEXT DAY, visibility had decreased to 25 feet, with the wind steady at 50 knots.

By 1600 it was snowing heavily. The two ships, moored together, required turns on their shafts to hold their bows in position against the fast ice.

By evening the ships were in the midst of a full-scale storm, with winds at 60 knots and gusts to 87 knots. At midnight, winds were up to 70 knots, with swirling snow from the land mass sweeping across the ice field and completely enveloping the ships.

On Tuesday, the storm showed signs of ending, but high winds and heavy snow squalls continued throughout the day, with visibility remaining zero. Although serious concern was expressed for the plight of the shore party, winds of 45 knots or more made any thought of helicopter rescue operations impossible.

However, by first light on Wednesday, 15 February, winds had abated to 25 knots. Flight quarters was sounded at 0154, and helicopters from both ships commenced the rescue mission. All hands were relieved when the aircraft radioed back to the ship that the shore party had been recovered. By 0445 all four men involved were back aboard *Glacier*, cold and hungry, but otherwise unharmed.

**T**HEY HAD BEEN OUT in the storm for three nights and two days. One of their two tents had caught fire and burned beyond use almost as soon as the camp had been established. High winds had made it impossible to erect the other tent. Freezing winds had reached more than 100 knots, and only the construction of a shelter made from rocks near the site had kept them from complete exposure. Cramped quarters had made cooking impossible and sleep difficult.

On Thursday the storm was over, but further eastward exploration was halted by fast ice. It was decided to turn westward, return to Cape Flying Fish, and then enter the Amundsen Sea.

En route to the site, a *Staten Island* helicopter suffered an engine failure, caught fire, and crashed. Because of an inaccessible location, the aircraft was written off. The flight personnel were recovered, however, all uninjured.

From 16 February to 2 March, *Glacier* and *Staten Island* slowly made their way through scanty leads in solid, heavily hummocked ice, which increased in thickness as they approached Thurston Island. In places, the ice was 18 to 20 feet thick. Progress was halted at night, and even during daylight the ships were often required to stop and wait for weather conditions to improve.

Then, on 2 March, the ships reached a large open

**ICE WORK**—USS *Glacier* rests in drydock at Wellington, N.Z., for repairs of damage caused by the Antarctic ice.





water area just off the coast of Thurston Island. By early morning the next day, the ice pack shifted and first light found *Glacier* solidly stuck with *Staten Island* similarly entrapped ten miles away. There they stayed from 4 to 7 March, waiting for the pack to shift and the leads to reopen.

THE MORNING LIGHT of 7 March revealed a sizable lead 1000 yards north of *Glacier*. The pressure began to ease and *Glacier* commenced breaking her way to the now wide-open lead. Thick floes and heavy pressure ridges made this the toughest thousand yards of ice-breaking *Glacier* had experienced throughout the cruise.

That afternoon, in the way of an experiment, a demolition party was organized and sent out onto the ice. Helicopters landed some 1500 pounds of explosives, and shaped charges were placed in likely looking cracks at various points between the ship and the open lead. Plastic charges were lowered to the bottom edge of the ice. They were to act, in a fashion, as depth charges. The explosions, however, produced no immediate effects upon the ice and were finally discontinued as futile.

Then, in the evening, nearly four hours later as the ship made one of her many assaults into the ice before her, the pack suddenly yielded, and *Glacier* continued slowly ahead, forcing a tremendous floe in front of her into the open water. The explosives had managed to reopen old cracks in the ice and the final push of the ship had broken and dislodged the unyielding floe.

Once in open water, *Glacier* proceeded to assist *Staten Island*. To waste no more time in departing the icebound coast, *Glacier* worked through what turned out to be the coldest night of the cruise ( $-2$  degrees F), breaking through the heavy floes by searchlight. By dawn of the 8th, the icebreakers had again joined forces and proceeded in a northwest direction to clear the pack.

FOR TWO DAYS the breakers made steady northeast progress through rapidly diminishing ice pack. On Friday, 10 March, *Staten Island* and *Glacier* parted company, *Glacier* taking an easterly course for the Palmer Peninsula.

This was the third and final phase of *Glacier's* Deep Freeze '61 operation. She was scheduled to conduct surveys and take depth soundings in the area of various sub-Antarctic islands near Palmer Peninsula.

However, from 1 March and thereafter, high winds, overcast skies and heavy swells combined to make such observations practically impossible. The ship passed through Bismarck Strait on the 13th, and lay at anchor in South Bay, Doumer Island. The following day *Glacier* went through the beautiful but largely obscured Neumeyer Channel and DeGerlache Strait along the Danco Coast.

She then anchored in Paradise Bay near Gonzales Videla, the Chilean meteorological station. Here she embarked two entomologists from Hawaii's Bishop Museum. Oceanographers took advantage of the stop to obtain bottom samples from the harbor.

On 16 March, *Glacier* proceeded northeast through Bransfield Strait to Penguin Island in the South Shetland group for a geological survey. When the ship had anchored in Admiralty Bay of nearby King George Island, winds and poor visibility prohibited operations near Penguin Island. While in Admiralty Bay, however, an examination was made of the now vacant British weather station, and ocean bottom samples were taken.



PATHFINDERS — Icebreaker men plot *Glacier's* frosty course while cruising on a mission for Op Deep Freeze.

ON 18 MARCH, with somewhat more moderate weather conditions, *Glacier* was able to conduct helicopter operations to Penguin Island, where biologists branded birds and collected specimens.

*Glacier* then proceeded east to investigate a 4000-fathom trench reported in the ocean floor near Zavodovski Island, one of the South Sandwich group.

Once again, however, high seas and winds frustrated attempts to develop a satisfactory track for depth soundings, and winds and low visibility prohibited helicopter operations for a planned survey on Zavodovski itself.

Finally, in the morning of 23 March, CTG 43.1 directed *Glacier* to discontinue operations in the area and to proceed to ports of call at Montevideo, Uruguay, and Rio De Janeiro, Brazil. After nearly six months of operations, the latter two of which were spent continuously at sea and in the ice, *Glacier* was homeward bound.

Despite the difficulties imposed by weather during the last two weeks, *Glacier's* operations during Deep Freeze '61 have proven both successful and significant. The advantages of her size and power have shown their practical value during the channel-breaking at McMurdo, and again during the penetration of the Eights Coast, Bellingshausen Sea, a feat never before accomplished by ship.

In naval support of logistics, scientific endeavor, and exploration of the polar continent, the icebreaker has proven herself indispensable.

SNOW BALL—Crew members take a break from ice breaking for game of football on ice at McMurdo Sound.



## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

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The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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• **AT RIGHT: FLAG DAY**—Signalmen on board destroyer tender USS Everglades (AD 24) send message aloft during flaghoist drill designed to maintain the destroyermen's high degree of proficiency in sending messages and reading flags from other ships.

# TAFFRAIL TALK

**M**ERITORIOUS SERVICE by a crew member of the Atlantic Fleet Amphibious Force tank landing ship, USS *Terrebonne Parish* (LST 1156) doesn't go unnoticed — or unhonored — these days. It can, and does, earn him admittance to a select shipboard society — the Tango Mike Bravo, or "That's My Boy," Club.

Aboard *Terrebonne Parish* there's only one way to become a member of the Tango Mike Bravo Club: Display a good positive attitude, and be an asset to the ship and to the Navy. When a *Terrebonne Parish* member has consistently demonstrated those qualities over a period of time, he's called before the CO, LCDR H. F. Munnikhuisen, and the entire ship's company, and formally initiated into the club.

Skipper Munnikhuisen doesn't claim the idea as an original — he was a junior ensign aboard the aircraft carrier USS *Valley Forge* (CVS 45) when the CO of that ship presented similar awards to the officers of his command.

Aboard his LST, however, he has limited membership strictly to enlisted men — and an indication of the pride and spirit he's instilled in the *Terrebonne Parish* crew is the fact that, of a total complement of some 110 men, 41 of "his boys" have already attained the Tango Mike Bravo Club.

★ ★ ★

An ALL HANDS staffer was invited to visit USS *Atule* (SS-403) when she called at Washington, D. C.

On his tour from the sub's bow to her stern, our man became pretty proficient in jack-knifing his six-foot frame on the ladders and through the hatches so neither his posterier got hung up on the one side of the hatch nor did his head get bumped on the other side.

As anybody who has been aboard a sub knows, many of the crew sleep in the forward and after torpedo rooms—over, under and around the torpedoes. To the unpracticed eye of our staffer, the quarters seemed a little on the small side. He was, however, treated to a demonstration, on how the bunks slid out—and was assured there was plenty of room.

Our man was taken into the conning tower with a secret hope that he could put his cap on backwards and peer through the periscope. It would have been a good chance to show his talent for the dramatic. However, the periscopes were secured.

Submariners have a reputation for being a clannish lot—proud of their ships and the men they serve with. Most submariners who have transferred to the Silent Service from elsewhere in the Navy seem to be glad they did. Our man came away with the impression that submariners are a group of pretty good guys.

★ ★ ★

Speaking of scientific appellations, which we weren't necessarily, reminds us that the ferocious *Negativus reversus* has apparently been up to his old tricks again.

We're not sure if *Negativus reversus* be fish, fowl, bug, or what-have-you. We do know that it is the particular bane of magazine editors and layout experts—and that it somehow slips into a bundle of thoroughly checked and rechecked photo negatives to do its dirty work. For an example of the results of the latest foray of *Negativus reversus* onto the pages of ALL HANDS, see page 56 of the March issue.

*The All Hands Staff*







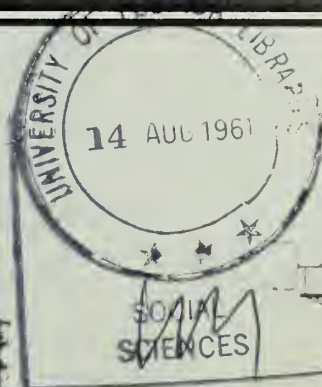
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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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AUGUST 1961







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1961 Nav-Pers-O NUMBER 535

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The Chief of Naval Personnel

REAR ADMIRAL A. E. LOOMIS, USN

The Deputy Chief of Naval Personnel

CAPTAIN F. R. WHITBY, Jr., USN

Assistant Chief for Morale Services

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● **AT LEFT: SURE SEAMANSHIP**—With aircraft carrier's elevator seeming to hover overhead like a tall highway bridge, USS Willard Keith (DD 775) kicks up a white stern wake as she makes knots off carrier's beam in high-speed refueling position.

● **FRONT COVER: NEW CROWS ON THE CLG**—The May 16 advancements brought lots of smiles to crewmembers of USS Oklahoma City (CLG 5). Shown are some of 145 newly advanced 'Oak City' sailors—against a backdrop of their ship's superstructure and Talos missiles.

● **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

لدى بلادنا بطريقة تدعى  
 لعددان المباشرين وغير  
 والمصلحة لأول مرة عقب الغزو الفاشل  
 ت ويسدو في صحة جيدة . بدأ كاسترو  
 ب نظامه والطريقة التي احبط بها  
 تم تاليف قوة غير عادية لهاجمة بلادنا  
 تمها امريكا وقال ان امريكا زودت هذه  
 في حكم « اربنر » حيث اشتركت  
 في سند محوبا عن طريق منظمة الدول  
 فقد حاولت اخذ عمل حماسي  
 تنبئية «  
 مستقبل وقال « اتنا مستقاوم اى  
 تامل الا متع عجزهم آخر  
 حرب ويذفون بالمصالح الى  
 مستعارون  
 ك والبرازيل وغيرها من  
 امريكا اللاتينية وتفتت الى  
 امريكا  
 المتحدة اقترفت ثلاثة  
 في ك

# La France navale

## Les négociations avec l'EURATOM

récemment, nous l'avons annoncé, deux allemandes et italiennes en vue de la marins et de la construction éventuelle des appelés à les utiliser.

Quelle est la position de la France ? Le Secrétariat général de la Marine marchande vient de faire le point.

Il note tout d'abord qu'en matière de navigation de commerce la notion de rentabilité est capitale et qu'il n'est pas encore possible de concevoir des navires

## Le projet français

Il rappelle qu'un concours d'avant-projets fut ouvert, en 1957, entre trois groupes industriels français pour un pétrolier de 40.000 tonnes avec moteur nucléaire de 20.000 CV. Trois fluides de refroidissement avaient ainsi été étudiés : l'eau bouillante, l'eau sous pression, la

atomique coût d'entretien celui des classique, de doute qu'ils baisseront l'importe de ne tancer.

dont les enseign à la fois pour moyenne puis d'énergie élec pour des réac marchands.

# ПРОЧНЫЙ

КОГДА ВСТРЕЧАЮТСЯ посланцы социалистических государств, они говорят о мире и созидании. Совесть человечества, его разум — добрая воля незримо властвуют за круглым столом. Иначе и не может быть. Ведь мир — это верный союзник социализма.

Страны и континенты облетела весть: в Москве закончилось заседание Политического Консультативного Комитета государств — участников Варшавского договора о дружбе, сотрудничестве и взаимной помощи. На нем шел разговор о том, что волнует народы — о развитии международных событий за последнее время. воды заседания, зафиксированные в Коммюнике, находят добрый клик в каждом честном сердце, множают веру в торжество дела мира, окрыляют ряды его сторонников.

Прошло немногим более года со времени предыдущего заседания. Немножко изменились условия, но не суть дела.

НАТО в...  
 ву — вот...  
 мании...  
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 Рейном и...  
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 ности в Ев...  
 Не тольк...  
 ращается...  
 конфликти...

# Schädigung für Blockade von der Sperre hart getre

## Erdölgesellschaft

# UMA NOITE EM BAGDA

M al

Be Nach wirts und findlich führen.

Auf Gaulle „Plan vö lichen E Aufhebu sein. Fü stellung len und Folge zi bedeuten.

Die Lag völkerung dadurch ver angeordnete finanzieller in Frank manen ihren kein Geld me Etwa eine Millio han auf die

EM 1258, Bagdad foi conquistada pelos mongóis. foi incorporada pela Turquia. Em 1917 foi con pelos ingleses. E em 1961, numa chuvosa terça carnaval, nem mesmo o famoso califa Harun-a impediu a triunfal invasão dos foliões cariocas. Desta vez, Bagdad era de brincado. E a inva num dos mais simpáticos clubes do Rio de Janei. Esta batalha ficará nas telas em vez de alfanjes, confetes e música estavam nas telas. Emílio

## THE SIGNIFICANCE OF LANGUAGE speaks for itself.

Although members of the U. S. Navy are sometimes thought to speak a language all their own — English, which with 280 million speakers ranks as the world's second most widely used language, is usually recognized as the accepted tongue for Navymen.

However, when you visit a foreign country, you will more likely than not run into at least one U. S. Navymen who is not only a master of his native tongue, but is also a fluent speaker of the language peculiar to that area.

For example, in Singapore, the U. S. Navy Liaison Officer speaks fluent Mandarin (Chinese). So does an enlisted man who serves with the Naval Security Group in Taiwan. In Heidelberg, a recent newcomer to the U. S. Navy staff there was an Ohio-born YNI who speaks fluent German.

If this sounds like strange duty for Navymen, you're wrong. It's becoming more and more common, and, what's more, the Navy has employed its men in similar positions for years. These Navymen, and many others, are full time language specialists who received their training at the

ALL HANDS



新華社北京二十五日電「達賴喇嘛會見尼赫魯今天在香港」法新社二十三日電「達賴喇嘛承認三封信是他寫的」

三將軍給中國駐拉薩司令官的信件（按指達賴喇嘛給中央駐藏代理代表、西藏軍區政治

在三月三十一日進入了印度領土，幾乎難以相信，自從那時以來的二十四天中，外國外交人士今晚說，關於這些信是真實的消息，對尼赫魯曾在全亞洲，甚至可

這些信是真實的；也幾乎難以相信，如果他知道的話，他竟沒有發表。

三封信的透露，對於尼赫魯早些時候的姿態是一種挫折。

問題的最嚴重的方面是，結果，許多人將相信北京就西藏問題發表的一切聲明也是

已經得到澄清，發現這些信是真實的，北京當局能够宣稱取得了一個輕而易舉的

一面是在達賴喇嘛發表提斯浦爾聲明後關於他的態

度過一個困難的

懷疑。

Es la primera vez que la fuerza de ese país realiza en el extranjero manifestaciones conjuntas y con el apoyo de los buques de guerra.

Es la primera vez que la fuerza de ese país realiza en el extranjero manifestaciones conjuntas y con el apoyo de los buques de guerra.

## 3





**CLOSE ATTENTION**—Mixed class of Navy officers and EMs listen while their teacher explains formation of intricate Chinese characters.

U. S. and acquired citizenship. Other Russians rode with the Cavalry of the Czar's army before they ventured to the U. S. and became language school instructors.

Of course, not all the instructors are imports with mysterious pasts. The English teachers are mostly native Americans.

Even though the school is able to teach a foreign language in such a relatively short time, the instructors still find time to devote some attention to the history, geography and everyday customs of the country concerned.

When a student reports to the school, he is absorbed for the first day with briefings, the usual Navy check-in procedure, and just browsing around to get acquainted.

Among the first things to catch his eye are the various foreign magazines and newspapers placed throughout the school in classrooms, passageways and libraries.

New men usually thumb through one that is printed in the language they have enrolled to study. Of course, they aren't able to read them — yet.

A peek into the tape library shows new students the school's towering racks of about 5000 tapes on which foreign languages are recorded.

Let us use, for example, a new group of students who have enrolled to study Russian. They get some idea of how valuable the tapes are when they enter the Language lab

and watch a group of more advanced students listen to tapes on which Russian sentences have been recorded.

**T**HE LANGUAGE LABORATORY contains 32 booths, each equipped with an individual earphone system through which the students listen to the tape recordings.

Here the students practice the pattern drills of the particular language and perfect their pronunciation under the supervision of a member of the faculty. The tapes are all prepared by the faculty of the Language Division and it is as if each student had his own professor in the booth with him.

A quick look into some of the classes already in session usually rounds out a tour of the school, after which new students hit the beach and report back the following day.

Then they go to work.

School hours are from 0830 to 1220 and 1330 to 1520 Monday through Friday. The school day consists of four 50-minute periods in the morning and two 50-minute sessions in the afternoon. The sessions are separated by 10-minute breaks which occur at 20 minutes past the hour.

In all, students have 30 hours of classroom instruction each week.

The daily routine is broken down like this:

- First the day's lesson.

- Second hour, oral work that closely follows the day's lesson.

- Third hour, oral work with material from all previous lessons.

- Fourth hour, dictation of sentences, or of a text which contains the new vocabulary items and grammar features.

In the afternoon, the instructor will:

- Introduce the new daily lesson by formally discussing the grammar notes.

- Read aloud the new vocabulary and text.

- Correct and hand back the previous night's homework.

- Discuss old examination papers which have been returned.

After the first week of study, students are not permitted to speak English in class, unless it is absolutely necessary to explain a difficult grammatical point.

Students are also given a short English grammar refresher course during their first week.

**S**O FAR, WITH A MERE 30-hour class week, instruction at the language school may sound like a snap. However, study hours and homework soon change this impression.

Each student is required to spend from four to six hours of study outside of class for each lesson assigned. That means at least 20 hours of homework each week.

In all regular courses, enlisted students are required to attend evening study hours during their second, third and fourth weeks of training, from 1800 to 2200 Sunday through Friday.

Officers spend just as much time in after-hours study, only they aren't required to spend it at the school's evening study sessions.

The reasoning behind study hours is obvious. It's the school's way of encouraging students to develop adequate study habits early in the training period.

Once sound study habits are developed, students usually have little trouble keeping their noses to the grindstone, and find that even after their required study weeks have passed they spend many evenings at school to take advantage of the quiet facilities. The school is open for study purposes on weekdays from 1520 to 2200, on Saturdays from 0800 to 1300, and on Sundays from 1300 to 2200.

Students also learn about the



school's grading system during their first few days in class.

A weekly grade, composed of marks for daily work, oral examinations, and written exams, is submitted for each student by his instructor. Students are encouraged to consult their grades and to be aware of the progress they are making.

**T**HE FINAL GRADE for the course is determined by the final oral and written exams, which, combined, constitute one third of the final grade. The average of the weekly grades constitutes the other two thirds.

A "C" average means the student pulled down numerical marks of from 70 to 79, for a "B" he'd have to average 80 to 89, and an "A" student must maintain 90 or above.

As students progress in their studies they are each issued a tape recorder and receive a thorough briefing in the proper use of it. At present, the school uses dual channel, magnetic type recorders designed expressly for language teaching.

In a later stage of the course, students are issued dictionaries and other books that deal with their new language.

By then they are, or should be, well on the road to becoming proficient bilingualists.

After three months at the school it's time for a rest.

Regular instruction is suspended for one week approximately every three months, and language students are encouraged to take leave.

These periods are provided to let the men get away from their studies so they can bring refreshed minds and renewed outlooks back to class with them.

The few who elect not to go home during the quarterly leave period are required to report to school daily at the expiration of regular liberty and remain physically present in the building until 1220.

However, some students follow other interests during their leave periods. Aviators, for example, find the vacation period a good time to accrue flight time, participate in Link trainer flying, and otherwise catch up on flying requirements which cannot be met during their full-time language study.

**T**HOSE WHO TAKE the 60-week Chinese course have about five such leave periods during their language



EXOIC SCRIPT on blackboard is Arabic, one of school's 9 languages.

training. Going to the other extreme, students of the six-week refresher course in German or Portuguese wouldn't be at school long enough to rate even one leave period.

There comes the day in every student's training, however, when thoughts of leave and liberty give way to a more permanent departure from the school. That's when the new assignment list comes out.

Officer students usually receive orders to attache, mission, or other billets both within the United States and overseas, which require an active proficiency in a foreign language. They receive their orders sufficiently in advance so that personal arrangements regarding pass-

ports, immunization, dependents' travel, can be made if required.

Most enlisted students receive language instruction for work with the Naval Security Group. However, many EMs study languages required for duty with MAAGs, missions, or attache offices.

Like officers, enlisted men are notified of their next duty stations before graduation, and are given time to attend to personal matters.

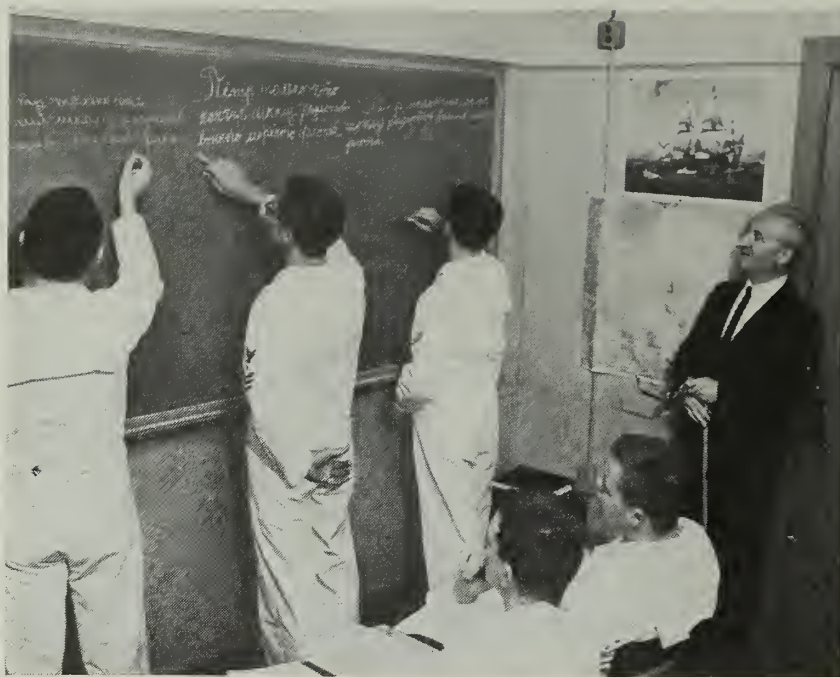
**G**RADUATION IS USUALLY ranked right along with new assignments as the thing students look forward to most.

Graduation ceremonies are held in the Offices of the Director of the

**LATEST METHODS** of language instruction are used. Here students listen to Russian on tape while they follow same words on paper.







**BLACKBOARD DRILL**—Students write as instructor dictates sentence in Russian. New language skill will be used at their new duty stations.

Naval Intelligence School on the last day of the last week of the course, after the final examinations have been completed.

A diploma is issued to each student who satisfactorily completes a full course of study. Credit considerations are recommended to civilian institutions for students who finish the course with a "C" (70) average or better.

In addition, all graduates who qualify as interpreters and translators will have an appropriate entry made on their diplomas.

The final grades of naval officers are transmitted to the Chief of Naval Personnel as a fitness report item.

**URUGUAYAN LT practices English while instructor monitors lesson.**



Final marks on EMs are entered on page four of their service record.

Graduates of the Language Division who wish to apply their credits toward a degree can request that a transcript be sent to their college or university. The Language Division recommends credit consideration be given on the basis of the length of training the student receives.

The American Council on Education has recommended that institutions grant undergraduate credit suggested by the following tabulation.

- Chinese — 26 semester hours.
- Arabic, German, Russian and Turkish — 15 semester hours.
- Spanish, Portuguese and French — 12 semester hours.

**H**OW DO NAVYMEN QUALIFY for language training? BuPers Inst. 1520.27B is the authoritative guide.

Personnel are ordered to full-time language instruction only when their services are needed in a specific billet which requires language ability immediately upon completion of the course.

All naval officers, both Regular and Reserve on active duty, are eligible to apply. However officers assigned to MAAGS and missions as such receive orders to language training without application. Officer applications, which must be accompanied by a Language Qualification Form (NavPers 584), should be sub-

mitted to the Chief of Naval Personnel (Pers B136). Each officer applicant must agree to serve on active duty at least one year for each one-half year of language instruction he receives. This is in addition to the obligated service incurred upon commissioning.

In the case of Reserve officers who have completed their initial obligated service and are serving on voluntary active duty extensions, the extra obligated service incurred through language training will commence on the date language training is completed.

Enlisted men who serve with the Naval Security Group can submit applications for language training, while other enlisted men selected for MAAG and mission duty or attache posts receive orders to language instruction without application when it is necessary for their specific billets. Otherwise, applications from enlisted men are not desired.

**I**F YOU CAN QUALIFY and want the language training, use normal supply procedures to obtain the Language Qualification Form from the Naval Supply Centers at Norfolk, Va., or Oakland, Calif.

The Language Division receives many inquiries each week from men in the Fleet who want to learn more about foreign languages in general, or who are interested in studying a particular language.

Since the school itself does not provide instruction for men on a part time or off-the-record basis, it often refers would-be-bilinguals to the I & E branch of the Bureau of Naval Personnel; the Bureau of Supplies and Accounts Publication NavSandA 2002, which lists language material available on requisition; and to the USAFI catalogue.

USAFI (U. S. Armed Forces Institute) has a do-it-yourself language system. They maintain recordings of 30 different languages for the use of part-time students.

It may be worth noting that the Naval Correspondence Course Center does not include foreign languages in its course listings.

All in all, the Language Division of the Naval Intelligence School is proof that the Navy is aware of the present and future need for qualified linguists. In addition, there are studies and conferences in progress with a view toward improved foreign language training and billet requirements.

— Dan Kasperick, JO1, USN.





**TERRIER TWOSOME**—USS Canberra (CAG 2) and USS Boston (CAG 1) meet in port during Operation Springboard.

## Booming Times

**W**HEN A CRUISER goes out on a Fleet exercise, it's bang, bang, bang all over the place.

Take the case of *uss Canberra* (CAG 2) when she took part in "Operation Springboard," an exercise held annually for U. S. Second Fleet ships. It's designed to keep them up to par in battle readiness.

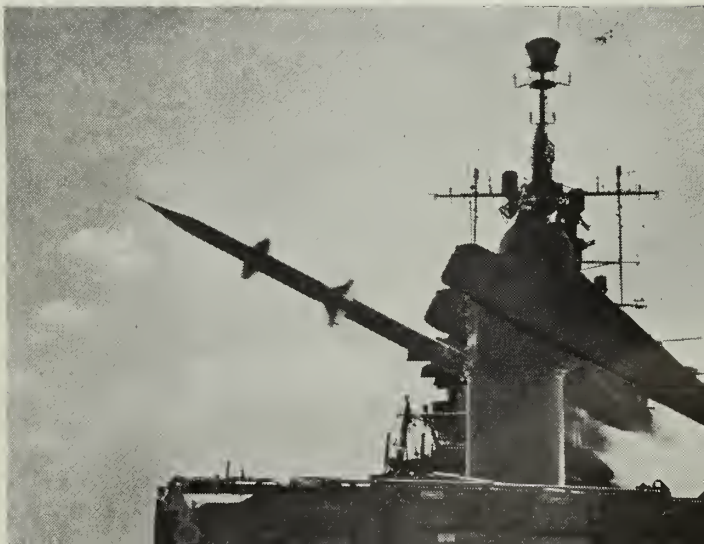
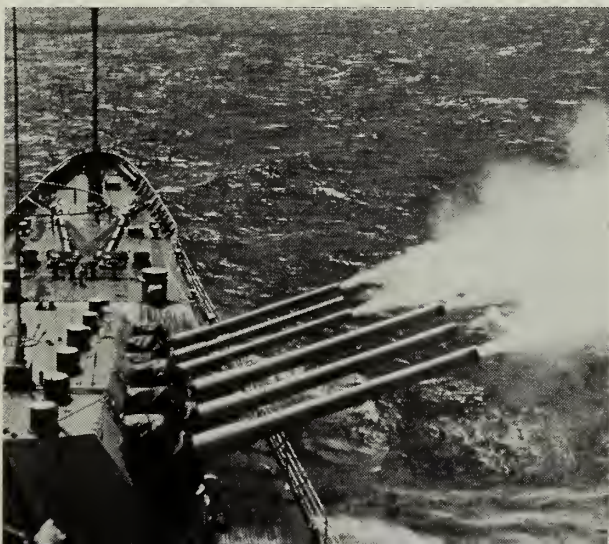
During the exercise, *Canberra*-men fired everything from shotguns (during fantail skeet shoots) to 8-inch battery rifles and *Terrier* missiles. In this way the crew members kept their shooting eyes keen—a keenness that helped their ship win the Battle Efficiency "E" for 1960.

It was not all ship's business during the exercise. There were liberty visits at St. Thomas, Virgin Islands, and San Juan, Puerto Rico.

— D. G. Hogoboom, J03, USN.



**OH SHOOT!**—Firing on *Canberra* ranged from missiles to eight-inchers. Above: Personnel are transferred at sea.







COMING IN — E. J. Brouillette, AC1, guides plane's approach for landing at NAS Atsugi, Japan.

air group. In addition, however, it is home base for Navy utility, Fleet reconnaissance, transport and fighter squadrons, and serves as an alternate landing strip for Pacific Fleet aviation units which operate in the vicinity of Japan. To these Seventh Fleet Aviators, GCA 26 is known as Chisai RATCC.

Together with its northern neighbors, Yokota, Johnson and Tachikawa Air Force bases, Atsugi receives approach control services from a master radar installation at Yokota Radar Approach Control Center. When a plane nears NAS Atsugi, however, it switches to Atsugi Radar Control and the pilot is talked down by station radar personnel.

**T**HE CHISAI RATCC operates in a thoroughly interservice and international atmosphere. Land lines and microwave relay put the operating

# Small Unit But Big Job

**G**ROUND CONTROLLED APPROACH UNIT 26 at the Naval Air Station, Atsugi, Japan, is reported to be the world's smallest radar air traffic control center.

This U.S. Navy unit resembles, in a way, the tiny products of Japanese craftsmen. Despite its size, it duplicates the operational capabilities of its king-sized counterparts located at

various bases on the mainland.

NAS Atsugi, located on the southeastern corner of the island of Honshu, is the hub of naval aviation in the Far East. Nestled in the shadow of Fujiyama's profile, the station is often shrouded by smoke and haze from the Tokyo-Yokohama metropolis on which it borders.

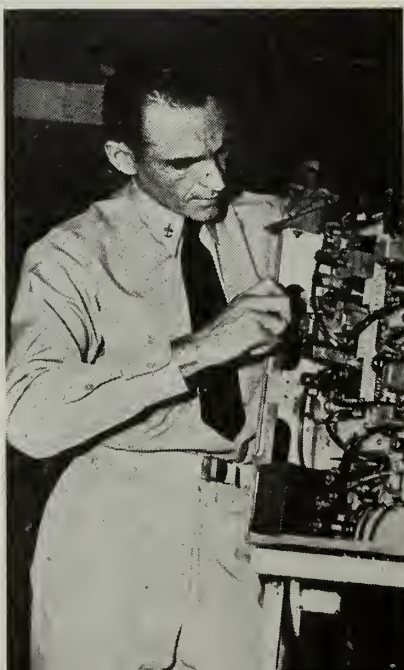
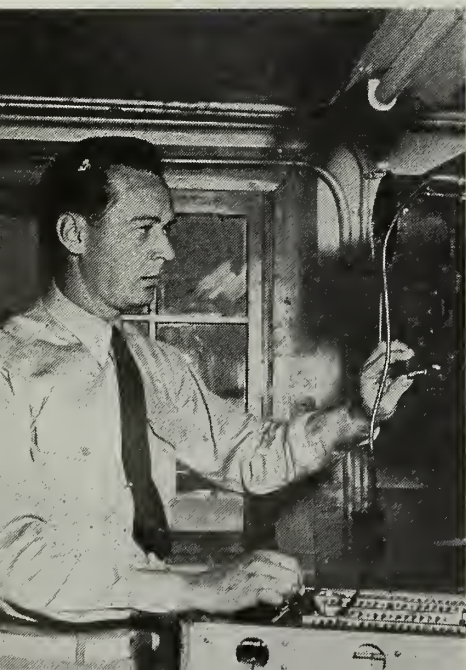
Atsugi is the home of a Marine H. Gordon, ATC, work on radar.

crew of the radar trailer into immediate contact with Yokota, Atsugi tower and the local air defense radar installation.

This communication system is maintained by U.S. Army personnel and by Japanese civilian employees. USAF personnel and Japanese Air Self Defense Force trainees, who operate the Yokota installation, pass traffic information to the Atsugi radar coordinator, who may be a Navyman, Marine or member of the Japanese Maritime Self Defense Force (JMSDF). The aircraft that land at Atsugi might be flown by pilots of the U.S. Army, Navy, Marine Corps, Air Force or Coast Guard; the Japanese Maritime or Air Self Defense Force; or civilian contract carriers. Private planes show up at times too.

The procedures used to handle this traffic have been established jointly by the Air Force, Navy, and Marine Air Traffic Control Officer, Federal Aviation Agency advisors, and officials of the Japanese Civilian Aeronautics Board. The resultant coordination permits a radar traffic flow that has surpassed all levels previously attained by GCA 26 at Atsugi.

**ALL HANDS**





During some months the approach total at Atsugi may even exceed the workload of some stateside radar air traffic control (RATCC) installations.

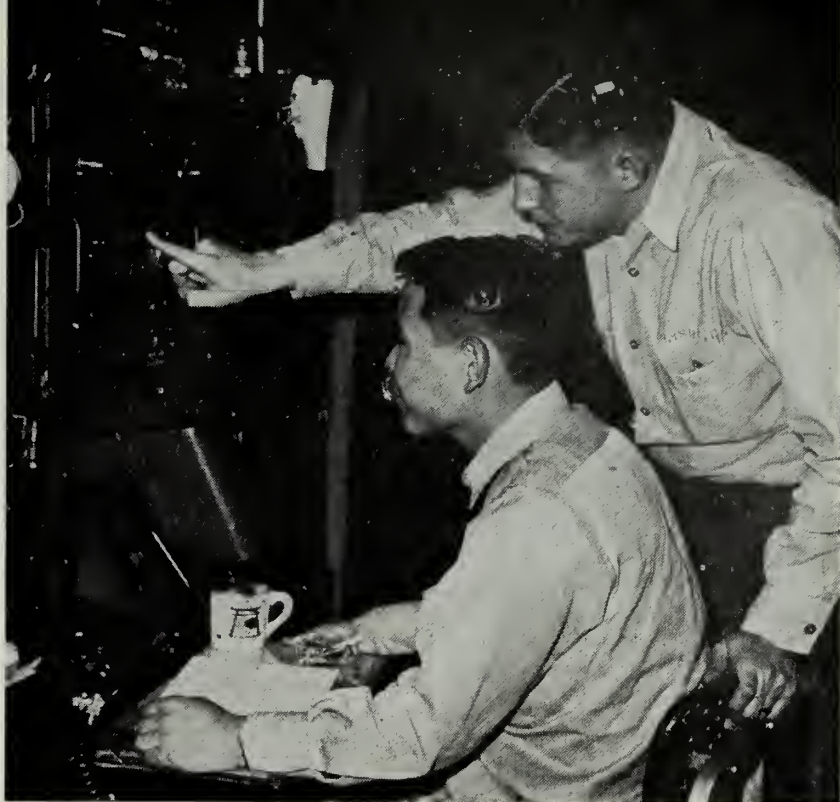
During a period when GCA 26 was topping all her previous traffic records, she was also bidding, "Sayonara," to her 12th class of Japanese Maritime Self Defense Force trainees. During the three months' on-the-job training, when saturation jet traffic was the norm, the men of the unit, in their roles as instructor-controllers, guided and monitored the six-man class through over 100 approaches per student.

**T**HE GCA UNIT has a maintenance section and an operations section. The four-man maintenance group is under the leadership of LT Frank Rowan USNR, (who is also a rescue helicopter pilot for the Naval Air Station). The maintenance requirements of RATCC type operation are many. Deprived of the traditional scheduled maintenance period by the demands of the busy local air traffic system, the Navy ETs have put in many extra hours of work in a nightly program of progressive maintenance. Because of this additional effort, operators of this unit have never been required to relinquish control of an aircraft on final approach due to equipment failure during periods of foul weather.

A technically complex but operationally simple telecommunications system is another installation in which the maintenance personnel take a high degree of pride. The system permits the unit to conduct the rapid-fire exchange of information with other control agencies which is essential to a saturation level of traffic.

LT John O'Shea, an LDO who is also a naval aviator, shares the duty officer watch with the Officer-in-Charge, LCDR John T. Cleghorn, USNR. The 14 air controlmen are divided into three watches with a chief petty officer in charge of each crew.

In years past, clear weather meant relaxation for a GCA crew, but this is not the case today at Atsugi. Although proud of the record developed by its predecessors, today's GCA 26 team finds it difficult to visualize the operating conditions which could have fostered the legend engraved in the cornerstone of the unit a decade ago by the first crew to operate at the Atsugi station:



**SCOPE OF IT**—D. Ormsby, AC2, USN, points out landmarks on search scope to a member of the Japanese Maritime Self Defense Forces.

*"We fought the war with the U.S. Horde,*

*From our vantage point on the acey-deucey board."*

**A** NEWCOMER TO GCA 26 soon learns that standardization is the hallmark of a professional outfit. He

must spend countless hours memorizing the unit phraseology which has been honed down to the minimum number of concise control instructions necessary for a smooth radar approach. Maps of the area, which show the airway system, beacon locations, holding patterns, approach

**HOME BASE** — Truck, power and operations trailers compose GCA 26.







**SAIL ON**—LT F. E. Rowan and E. M. G. Rankin, ETC, check wind sail.

paths and minimum safe altitudes, must also be drawn and redrawn until they are etched in his mind.

Controllers must adhere strictly to the prescribed approach paths. During heavy recovery operations, even small deviations by a careless operator could disrupt the orderly flow of traffic and create problems which could quickly become serious.

It is not unusual to find student controllers at Atsugi who have had many years' experience at other radar control installations. Only after the new arrival has logged several hundred monitored approaches at Atsugi, however, is he ready to take actual control of and responsibility for a landing. And even then, before he can become a controller the unit officers conduct a series of flight checks which include almost every possible situation that could occur in flight operations. If he checks out he

is designated an "IFR qualified controller," and an entry is made in his service record. Then, and only then, may he control an aircraft without first warning the pilot of his student status.

IFR (Instrument Flight Rules) qualification carries with it a heavy responsibility. No longer will his every move be carefully watched by a senior controller. Only during actual IFR operations, when the GCA duty officer is constantly observing and monitoring each approach, can he feel that someone is backing him up. Ahead of him are countless approaches, each of which will be his individual responsibility.

**I**N THE MONTHS TO COME, the new controller will also find himself instructing and monitoring trainees of the JMSDF. During these sessions he will need a new alertness as he

mentally conducts the run himself, ready to resume personal control if the student miscalculates.

A GCA section leader is assigned a degree of responsibility seldom given to enlisted men. He is directly accountable for the performance of his section, the training of his juniors and the status of the equipment. In the absence of the officer controller, he has complete authority over all unit operations. A section leader may, under certain specified conditions, even be designated as Acting Watch Officer.

New members of the Chisai RATCC soon find that their technical specialties are not restricted to the hours they spend in the operations trailer. Modifications to equipment must be made to meet the needs of the local situation. The ideas for most of these modifications, and also new procedures, are formed during discussions in the ready room.

A continuing process of review and analysis is essential to intelligent progress in this field. While formulating procedures to obtain the maximum effectiveness from existing facilities and conducting analysis of local traffic problems, GCA personnel have learned that technical competence in this field is maintained only through constant study.

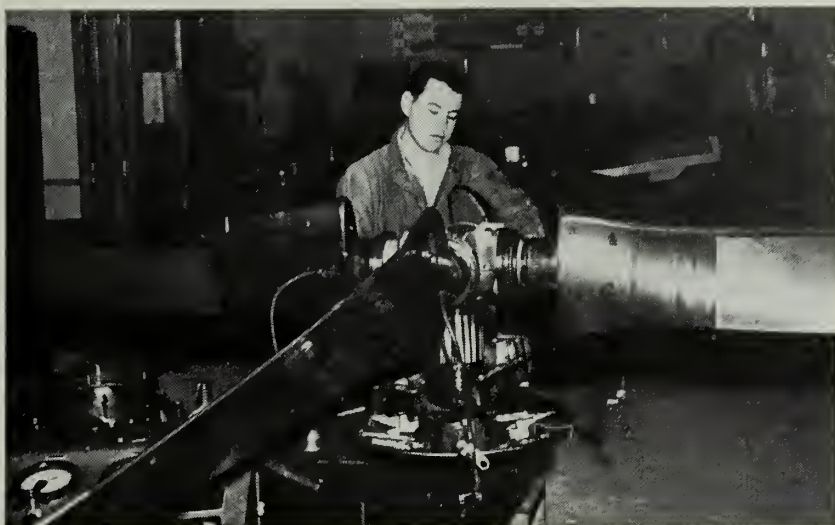
Although procedures have never been formulated to allow the men of a radar unit to earn an "E" for their trailer, they must always operate with perfection. The uncompromising motto of Chisai RATCC aptly sets forth their creed:

"We have fine equipment, we have trained people, and we have proven procedures. Therefore the pilot has a right to a perfect approach. Anything less is unacceptable." —LT John A. O'Shea, USN.

**TEAM WORK**—U. S. and Japanese sailors leave after an approach. *Rt:* AC2 mans communications gear.







PROP MAN — S. Barbosa, SA, USN, repairs propeller at Iwakuni.



CHECK UP—C. Smith, AN, USN, checks wiring on new engine.

## Navymen Invade Marine Post

**M**OST NAVYMEN like to believe the Marine corps is just part of the Navy. (And there's a rumor that most Marines like to think the Navy is just part of the Marine Corps.)

It is not uncommon, however, for a Marine detachment to be stationed aboard a Navy ship or station, while it is out of the ordinary for a detachment of Navymen (other than medical personnel and chaplains) to be stationed aboard a Marine installation.

Marines at the Iwakuni Marine Corps Air Facility in Japan have just such a group of sailors in their Naval Aircraft Maintenance Department (NAMD).

NAMD supports all the naval aircraft in the squadrons based at Iwakuni, Japan, plus other Navy aircraft which pass through the area. Nine officers and 125 enlisted men are attached to the unit.

The detachment regularly supports four of its own aircraft and 22 planes from Navy Patrol Squadrons 50 and 22, as well as transient prototype aircraft. This schedule keeps NAMD's repair and maintenance departments busy.

During the first 80 days of this year, for example, the propeller shop repaired 28 propellers and 17 governors and made minor repairs to four other props.

NAMD's hangar line department maintains and flies the detachment's two UF-1 aircraft, which are used for utility and VIP flights, and two SNB aircraft. The detachment also furnishes major maintenance for two

SNB aircraft based in Korea. While it is capable of handling most repair problems, the detachment is limited to what is known as Class "C" work. This allows it to perform almost every type of repair job except complete overhaul.

The materiel department receives an average of 42 requests per day for equipment and materiel. Each

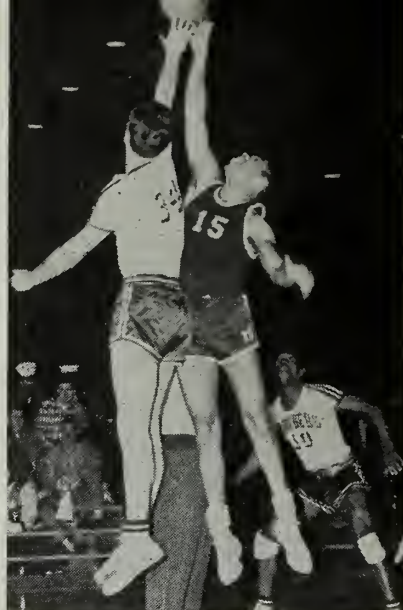
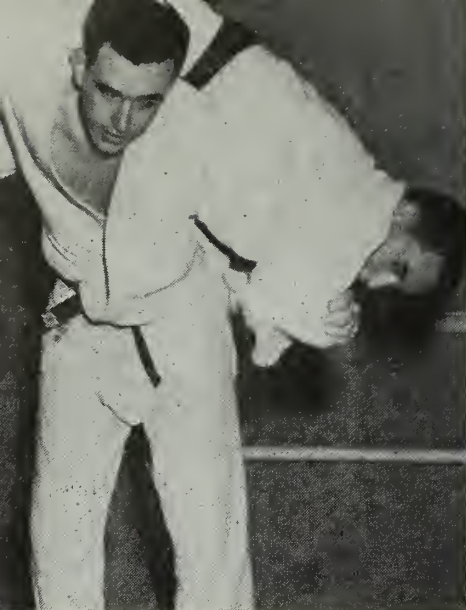
request is screened, and then after the accounting information is assigned and the money value determined, the request is forwarded to MCAF supply.

The group of Navymen, tucked away at the Marine Corps Air Facility in Japan, keeps plenty busy.

**HOT STUFF**—NAMD crew load practice torpedo aboard ASW seaplane.







**WELL ROUNDED** — Off-hours sports and recreation program at Pax River has something for everyone.



**FINE SPOT** — Navy units at Patuxent are on some 6800 acres with nine miles of Chesapeake Bay coastline affording ideal recreation.

## NAS Pax

**F**ROM time to time ALL HANDS has found occasion to make passing mention of Fiddler's Green — that sort of combination Shangri-La, Paradise, Eden, and all of the other never-never lands you've ever heard of, all rolled into one — where, so the story goes, all good sailors (and those who have helped in any way to make a sailor's lot in life a happier one) go to their eternal reward.

In Fiddler's Green, we understand, there is no reveille — and old salts and jolly tars spend their days and nights singing, dancing and frolicking to their heart's content. That, as a matter of fact, is the big attraction of Fiddler's Green.

Such a setup, we'd imagine, would find almost as many different ideas as to what constitutes the ideal in fun and frolic as there are inhabitants.

For the old boatswain's mate, who got his kicks while a member of Uncle Sam's Navy, through whipping up elaborate and ornamental knot displays, for example, there'd be miles and miles of pure white line — all he could ever want. For the chow hound the galley would always be open; for the sack artist there would be the most comfortable sack in the place, plus a permanent "Do not disturb, I had the mid" sign for his very own. Liberty hounds, we assume, would find eternal open gangway to neighboring clouds. Cumshaw, scrimshaw and midnight small stores would all be blessed and





FITNESS AND FUN — Sports for participants and spectators run from All-Navy to intramural events.

## River--Where All Good Sailors Go

accepted ways of life on the Green.

For the thousands of sailors who get their enjoyment out of sports and recreation there'd be overflowing gear lockers — always open; fishermen would always find the holes where the big ones jump right into the boat in their eagerness to take the hook. Umpires and referees would all be blessed with perfect eyesight and the patience of Job. There would always be enough alleys available for open bowling, and in all the alleys, the tenpin would *not* be nailed down.

Picnics, beach parties, ball games, golf dates and what-have-you would never, never be rained out.

**T**HIS IS ALL BY WAY of introduction to one of the finer examples of an Athletics and Recreation setup in the Navy today. It's not Fiddler's Green by any means, but you'll be surprised — and pleased — by the excellent off-hours program at the Naval Air Station, Patuxent River, Md. This extremely busy and important activity is somewhat isolated from metropolitan centers. Its recreation program has been a big boost to station morale.

Top-flight morale, maintained, at least in part, through vigorously prosecuted and widely varied recreational programs, has long been a Navy specialty the world over. NTC Great Lakes, SubPac, 14ND Headquarters and NAS Barber's Point are some examples which spring readily

to mind. Norfolk, San Diego, Whidbey Island, Memphis, Jacksonville, and both Atsugi and Yokosuka, in Japan, are some more we've heard rave notices about. There are plenty of others, too.

Pax River ranks mighty high on the list — and could well serve as a model for any command which, for one reason or another, might feel there is something lacking in its own W & R picture.

Two items — command interest, and the aforementioned geographical location — probably rate as chiefly responsible for Pax's recognition of the importance of the sporting life. Washington, D. C. — the nearest city of any size — is upwards of 70 miles away. With area traffic the way it is, that puts Patuxent in the category of an isolated duty station, at least for the off-duty sailor.

At Pax River, Special Services Officer LCDR Tom Pole and his troupe are constantly dreaming up new ideas to encourage the inhabitants to stay on the station — in lieu of embarking on the long, tiring and potentially dangerous 140-mile round trip auto junket into the Nation's capital on overnight liberty — and they get an unqualified endorsement, and the whole-hearted approval of the top brass.

**T**HE STATION AT PATUXENT RIVER is a fascinating melange which ranges from busy airfields, bustling shops and hangars, and traffic con-

gestion to well-nigh untrammelled wilderness within a mile or two. It rambles over some 6800 acres and nine miles of the Chesapeake Bay coastline where the Patuxent River and the Bay merge at Cedar Point, Md. By far its most important tenant activity is the Naval Air Test Center, which has played a continuing and increasingly important role in new developments in naval aviation since World War II. Also based here are: Fleet Tactical Support Squadron One; Air Early Warning Squadrons Two and Thirteen; Patrol Squadron Eight, and, as adjuncts of the Naval Air Test Center, a Flight Test Division, a Service Test Division, a Weapons Systems Test Division and a Test Pilot School.

NAS Special Services serves all of them.

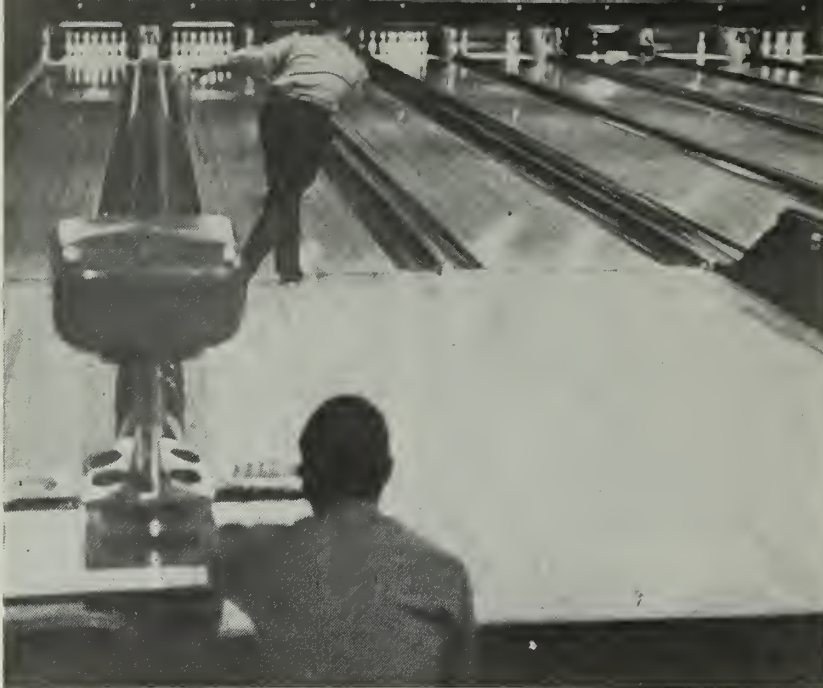
Here's what you'll find:

- Twelve intramural softball fields, on which upwards of 30 teams are battling through a rip-roaring race scheduled to culminate in late August with a base championship series.

- A swimming and picnic area — white sand beach, lifeguards on duty, outdoor grills, picnic tables and floats in profusion.

- Harper's Creek — a sheltered inlet just off the Bay — where 30-odd Special Services boats, complete with outboard motors, are moored. These are also checked out on a first come — first served basis, along with fishing tackle, crabbing gear, skin div-





**DOWN THE ALLEY** — Station's bowling alley does booming business.

ing equipment or water skis. Many Pax-based Navymen also keep their privately owned boats here. There is a large cabin cruiser, available for parties, which is suitable for day-long or week-end fishing excursions.

- A flourishing Rod and Gun club. Deer, squirrel and rabbit abound in the base's heavily-forested sections, and each may be hunted in season. There are four well-stocked fish ponds and several duck blinds in the marshes near the river. Guns can be checked out from the armory, or bow and arrows from Special Services.

- A picturesque golf course which winds through the trees along the Bay shore. Tee-off times are on a first come — first served basis, and clubs and golf carts are on hand for checkout, so anyone can play. A club pro is available for lessons, and a snack bar is located near the first tee.

- Hobby shop. Huge, spotlessly

clean and immaculately maintained, it's enough to send a do-it-yourselfer into spasms of delight. The wood-working and carpentry section contains power tools of every description, plus every hand tool known to man.

Many Pax sailors bring their boats here for sanding down, repairing and repainting. Wood, nails, paint and such can be purchased right on the premises, and an attendant is always on duty to check out tools and equipment.

The automotive and metal-working section of the shop offers all of the necessary equipment for anything from minor body work or a paint job to a major engine overhaul, plus lathes, drills, forges and what-have-you.

- Many Special Services activities are housed in the huge drill hall which also contains the Special Services administrative offices and its main complex of gear lockers, dress-

ing rooms and what-have-you.

- Here you'll also find the 14-lane bowling alley, complete with automatic pin-spotters. These automatic pin-setting machines were installed last year for the All-Navy Bowling Tournament, and have more than tripled activity at the plant ever since. It does a booming business the year around, with some 70-odd teams competing in various intramural leagues, and with mixed leagues, children's leagues, women's leagues and open bowling adding to the clatter.

- There are five basketball courts — home base for both the varsity squad and for the more than 30 teams which battle it out all winter in several intramural leagues. At one end of the building are badminton courts, a boxing ring, wrestling and tumbling mats, and a completely equipped weightlifting and body-building area.

- Directly beneath the bowling alley is an indoor, sound-proofed rifle and pistol range. There is also an outdoor rifle range. They're evidently being put to good use, too — earlier this summer Pax's 10-man rifle and pistol team journeyed to NAS Jacksonville, Fla., and made a near clean sweep of the Atlantic Fleet matches, winning five of a possible eight first-place awards.

- Outdoors there are tennis and volleyball courts. There's Buddy Meyer Field — a well maintained, lighted softball stadium, where the varsity Bombers play their home games, and which will be the scene of the upcoming North Atlantic Region and All-Navy meets. You can, if you like, pitch horseshoes — or you can check out a bicycle and tour the base and surrounding countryside if that's your particular cup of tea. Indoors there are table tennis, pool tables, a library, various service clubs and a base theater.

**'FUN HOUSE'** — Large drill hall houses many Special Services activities, as well as administrative offices.





**T**HERE'S DOUBTLESS MORE that hasn't been included, but you get the general idea. The general idea, as far as Patuxent River's Special Services Department is concerned, is something for everybody — if it's humanly possible to produce it.

During 1961 NAS Patuxent River has hosted, or will host, a total of one All-Navy and four Regional sports meets. Such a rash of activity within a few months time would seem to indicate, even to the uninitiated, that Pax River boasts a hustling Special Services crew.

The workload involved in the management of a Welfare and Recreation program on a base of this size can be staggering enough in itself, without the additional hundreds of details inherent in the successful production of a Regional or All-Navy meet.

Here's what Special Service's Tom Pole, a tall aviator who's been a Navyman since 1943, has to say about that:

"It is a lot of work, all right. But we think it's worth it.

"With a total of only 6000 to 6500 military attached to all of the activities at this base combined, we don't have an awfully large budget at our disposal. Within the limitations of that budget we feel we should have three major aims.

"They are: (But not necessarily in this order) (1) to provide top-drawer spectator entertainment for any and all who care to attend; (2) maintain a complete intramural program to give the men and women not of varsity caliber a chance to compete in the sport of their choice (thus providing added sources of spectator entertainment); and last but certainly not least, as far as we're concerned, to provide as many facilities as possible for those whose interests lie neither in competition nor in watching competition, but who want only the opportunity, and the means, to entertain themselves."

**N**AS PATUXENT RIVER sponsors varsity-level teams in basketball, softball, golf, tennis, bowling and soccer. Most of these squads are entered in MAISAC (Mid-Atlantic Interservice Athletic Conference) league schedules, in order to bring to the Air Station the strongest service competition available locally.

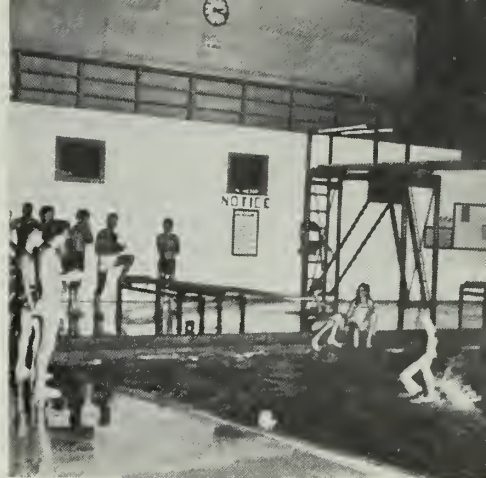
In softball this season they've gone even a step further. They have also entered their varsity team in Amateur Softball Association of the Amer-

icas competition in the Triple-A Guy Mason League in Washington. This move has accomplished a three-fold purpose. It has given the Pax team the benefit of extremely rugged competition; it has brought to the Air Station some of the top civilian softball players in the world; and it has given the Pax team a chance to qualify for Central Region eliminations leading toward a possible berth in the World Softball Championship tournament.

All of NAS Patuxent's varsity teams enter PRNC-SRNC district-level meets (some of which are also staged there from time to time) to compete for the chance to advance to Regional and All-Navy play.

These tournaments are, as previously noted, only extras. And varsity-level sports affect relatively few actual combatants. The real year-in, year-out bread-and-butter items at Pax, as they are at most other Navy bases, are the recreational facilities available to all hands, and the Base intramural sports program.

From Special Services Officer on down, the W & R team is not above pitching in to help repair a ball field, refinish a court or make up a schedule. LCDR Pole, however, must confine a large share of his time and energy to administrative matters, in short — paperwork. The on-the-spot overseeing of Pax's many-faceted recreational facilities, and responsibility for the operation of its intramural sports program falls, in large



**SPLASH**—Navy dependents enjoy a swim in station's indoor pool.

measure, on his number one assistant, Chief Yeoman Mike Hoffman.

Arriving at Pax River a couple of years ago from a tour in Naples, Italy, Chief Hoffman was awaiting assignment to one of the administrative or personnel offices on the base when he was sent to LCDR Pole's shop to lend a temporary helping hand. He's hardly had a chance to put the phone down since.

The people at NAS Patuxent expressed a near-unanimous opinion:

If there exists a Pax River sailor who harbors the feeling that "there's nothing to do aboard this base," he must be either (a) highly unimaginative, or (b) ready for Fiddler's Green.

—Jerry McConnell, J01, USN.

**IN SEASON** — Pax River softball team sharpens up in practice session.





# Pins, Records Fall in Tourney

**R**ECORD HIGH SCORES, game but losing bids for a third straight crown by two defending titlists, and the crowning of two new champions featured the 1961 All Navy Men's and Women's Bowling Tournament at Bremerton, Wash., May 17-19.

Hot and heavy firing was the order of the day throughout the entire three-night, 18-game pin-toppling orgy—so hot and heavy, in fact, that in both the Men's and Women's Divisions, the top nine finishers exceeded last year's winning total.

Atlantic Fleet Region's male representatives copped most of the honors in the Men's Division, furnishing the champion and filling four of the top six slots. The North Atlantic Region's female contingent, meanwhile, even more thoroughly dominated Women's Division play, grabbing off four of the top five positions.

A total of 20 Navymen—four from each of the North Atlantic, Atlantic Fleet, South Atlantic, Pacific Coast and Western Pacific Regions, and 16 women (the Atlantic Fleet Region did not send a women's team), competed in the three-day struggle for Navy ten-pin supremacy. Scoring was on a straight pin-fall basis, with games rolled off in six-game blocks each night.

Reigning as 1961's top Navy keglers as a result of their Bremerton triumph are:

**Men's Division** — Gunner's Mate Third Class Troy Davis, USN. A Stillwater, Okla., native serving aboard the destroyer tender *uss Sierra* (AD 18), and representing the LantFlt Region, Davis, a model of consistency, led through all three rounds. He splashed an 18-game total of 3664 pins, and averaged slightly over 203 per game in the process.

**Women's Division** — WAVE Machine Accountant Second Class Rose Stewart. Representing the Naval Supply Center, Bayonne, N. J., and NorthLant, Miss Stewart, unlike Davis, had to come from behind to win. Resting in the runner-up slot, some 53 pins behind, after the first two rounds, the Indianapolis, Ind., Navywoman ground out a final night 1097 string, giving her an over-all 3221 total, a sparkling 179 average for her 18 games, and a healthy 112-pin bulge over her nearest pursuer.

Topped from their two-year pre-



**TOP KEGLERS** — Holding trophies and sharing smiles are winners of the 1961 All-Navy Bowling Tournament. They are Rose Stewart, MA2, and Troy Davis, GM3.

eminence as the Navy's best bowlers were defending champions Norm Nicholson and Laura Core—and in both cases, the dethronement was accomplished by a teammate.

Chief Sonarman Nicholson, a crew member of the escort destroyer *uss Beale* (DDE 471), and, like Davis, a member of the Atlantic Fleet Region detachment, couldn't get untracked through the first two nights' action. He dawdled along in eighth

place before making his move with a final-round 1239 splurge which was too little and too late, but did lift him to fourth place in the overall rankings.

Laura Core, a disbursing clerk second class stationed at the U. S. Naval Station, Washington, D. C., and a NorthLant Region teammate of Wave Stewart, was never lower than third, and finished in a tie for second with NAS Cecil Field, Texas' ENS Marianne Schrader, a SouthLant Region entrant. Veteran Navy sportswoman Core then proceeded to cop a two-frame roll-off by a 19-18 margin for distaff runner-up honors.

WestPac's Marilyn Hatch, a communications technician second class out of the Naval Communications Station, Pearl Harbor, set the pace in the Women's Division through the first two rounds, but faded badly in the stretch and wound up sixth.

Furnishing the big challenge to Davis throughout the men's tournament, and never more than a few pins back, was NAS Jacksonville's diminutive Vic Cieplinski. An aviation machinist's mate second class, and a SouthLant Region standard-bearer, Cieplinski never let Davis relax for a moment as he stuck doggedly to the new champ's heels over the entire 18-game grind. His fine 3627 effort, just 37 pins off Davis' winning mark, added up to a sparkling 201-plus average, and gained him the Men's Division runner-up trophy.

Davis' first-round 1304 series — fashioned from games 161, 262, 234, 195, 201, and 251 — stood up as the meet's highest six-game block in the Men's Division. Similarly, Miss Hatch's first-night 1181 gained her Women's Division honors in that category.

High single game among the men — a mammoth 265 — was turned in by NavSta Midway's Lawrence Drager, who wound up in 13th place in total scoring. SouthLant's Chief Disbursing Clerk Betty McCaffrey, ninth-place finisher in women's play, set her Division's single-game standard with a fine 237.

Sharing honors with the bowlers in making this year's meet a smashing success were the host command — Puget Sound Naval Base — and the city of Bremerton. The tourna-

## Top Ten Scorers in Each Division

MEN'S		
Name	Team	Score
Troy Davis	LantFlt	3664
Vic Cieplinski	SouthLant	3627
Bill Daily	LantFlt	3558
Norm Nicholson	LantFlt	3554
Clyde Collins	NorthLant	3501
Terry Dopson	LantFlt	3486
John Moore	NorthLant	3472
Jim Poteet	PacCoast	3431
Rube Knopp	PacCoast	3420
Floyd Touchette	PacCoast	3350

WOMEN'S		
Rose Stewart	NorthLant	3221
Laura Core	NorthLant	3109
Marianne Schrader	SouthLant	3109
Mary Wallace	NorthLant	3093
Ethel DeBevec	NorthLant	3092
Marilyn Hatch	WestPac	3067
Dorothy Troyan	PacCoast	3040
Lena Carnes	PacCoast	3038
Betty McCaffrey	SouthLant	3014
Nadene LaBonie	WestPac	2983



ment was originally slated for the Naval Base alleys, but was shifted downtown to provide room for more spectators. It proved to be an inspired move, as evidenced by the SRO throngs which crammed into the lanes during each of the three nightly sessions.

Both the Base and the city literally knocked themselves out in providing the best in services, facilities and hospitality for the visiting keggers. To a man—and woman—the bowlers, most of whom are veterans of many years of Navy tournament competition, termed this year's setup "the finest we've ever seen."

### Navy Men Win CISM Berths

Two East Coast-based Navy boxers—Sixth Naval District's SN Jim Rosette, and NAVAIRLANT's SN John Hunter—helped represent the United States as part of a 10-man mitt squad (also including four Airmen, three Marines and one Army man) which hosted eight other countries in C.I.S.M. ring competition at Fort Dix, N. J., in late May.

A total of 50 leather-pushers competed in the four-day event. The U. S., aided materially by Rosette's triumph in the middleweight division, won in five of the 10 weight classes. Italy captured three championships, while the United Arab Republic captured the remaining two spots.

C.I.S.M. is the "Conseil International du Sport Militaire"—or, unofficially, the "International Military Sports Council."

Formed in Nice, France, in 1948, with five original participants, it has now expanded to include 26 member countries.

Middleweight Rosette, the classy 6ND belter who waltzed off with the 1961 All-Navy 165-pound championship as a member of the South Atlantic Region squad, rapped out two straight decisive wins in coping his C.I.S.M. crown. The slug-ging lefty came back from an opening round eight-count knockdown to outpoint his first round foe, then be-dazzled a heavily-favored UAR entrant in the championship go-round.

Hunter, the experience-shy but bone-tough scrapper who pulled a big surprise in winning this year's All-Navy lightweight title, and who continues to look better every time he goes to the post, KO'd his first-round opponent to reach the finals. There he dropped a close decision to a ring-wise Italian battler.

## Glory and Trophies for All

**W**OULD YOU LIKE TO STAND a hand-some trophy or two on the old mantelpiece—the better, perhaps, to impress your friends and neighbors, and maybe, someday, to help convince the offspring that the old man was some shucks in his day?

You've got as good a chance as anyone to do just that now—through participation in BuPers' new, Navy-wide Sport of the Month Program.

What is the Sport of the Month Program? Its announced objective is to furnish something for everyone—be he bowling nut or horseshoe pitching artist; fishing fanatic or basketball foul-shooting devotee; a regular Robin Hood with bow and arrow, a golfing bug, a Dead-eye Dick with a pistol, or a track and field enthusiast—be he an ardent, year-around athlete, or the type who prefers a more casual fling at the sporting life.

In any case, and whatever your approach to sports and recreation in general, the BuPers Sport of the Month Program aims to give you, and all other officer and enlisted Navy men on active duty for 90 days or more, and your bona fide dependents, a shot at any or all of the First, Second and Third Place Athletic Achievement Awards which will be furnished for each contest by the Chief of Naval Personnel.

Contest rules are simple and uninvolved. Basically, you should use standard equipment wherever available—but improvised gear, where necessary, is acceptable so long as it conforms to standards; i.e., paper covers in lieu of archery targets or CO2 shooting targets.

Eligibility for any of the awards is based on participation within the three months previous to the deadline set for the ending of that contest. For example: If the deadline for the Horse-shoe Pitching Contest is 31 Oct 1961 (which it is) you must compete in that contest sometime during the months of August, September and/or October 1961 to have your bid for an Achievement Award receive consideration.

**W**HEN BIDDING FOR an Athletic Achievement Award in connection with the BuPers Sport of the Month Program, your achievement must be reported directly to the Chief of Naval Personnel (Attn: Pers G-11) with a copy to the com-

mand fund administrator, and must follow a hard-and-fast format. It must be in the hands of the Bureau by the day listed as the deadline for a particular contest.

This report may be submitted on a standard postal card, and must be in the form indicated in the following sample:

1. (Contest No.) X-61
2. (Contest Name) Horseshoe Pitching
3. (Score) 45
4. (Name, rank/rate, serial No.)  
Doe, John, SR, 123 45 67
5. (Activity) USS Rollheavy (DD 10)
6. (Date of Accomplishment) 15 Aug 1961
7. (Certified by:) Smith, Jack (n),  
BMC, USN

Here are the remaining events on this year's schedule. Beginning in January 1962, a complete calendar of 12 events will be published for the entire year.

#### VIII — 61 — CO2 Pistol Shooting

Bullseyes only—number of bullseyes out of 50 shots at 25 feet. Bullseyes must be one-and-a-half inches in diameter. Deadline—31 Aug 1961.

#### IX — 61 — Archery

Bullseyes only—number of bullseyes out of 30 shots at 40 yards. Bullseyes to be 9.6 inches in diameter. Deadline—30 Sep 1961.

#### X — 61 — Horseshoe Pitching

Ringers only—number of ringers out of 50 consecutive attempts at distance of 40 feet. Stake must be 12 inches out of ground. Deadline—31 Oct 1961.

#### XI — 61 — Bowling

Highest three-game series. Deadline—30 Nov 1961.

#### XII — 61 — Basketball Foul-shooting

Number of foul shots made out of 100 consecutive attempts. Deadline—31 Dec 1961.

BuPers Recreation officials hope that this newly instituted program will result in wide over-all participation, including local and area-wide field day promotions, with appropriate awards. The establishment of records in the various events at these levels will also be considered. In the same vein, they'd like to hear your comments on the desirability of holding "via mail" track and field and swimming meets—or any other constructive comment.

If you're sports-minded and you would like a chance to fill vacant spaces in your trophy showcase, this is your opportunity to be heard.





MESS MUSTER — Mess cooks of USS Galveston (CLG 3) stand inspection. Rt: Best mess ashore was NAS Patuxent.

# These Are Good Feeders

THERE ARE A LOT of mighty fine general messes in the U. S. Navy, both ashore and afloat. Some of them are so outstanding that they deserve special recognition. To do this, the Secretary of the Navy established the Navy Memorial Awards Program in 1958. And now, 1961 has rolled around, with the Awards Program firmly established.

Thirty-nine admirals nominated a ship or station in the command of each as a representative for the Award. Of these, six were chosen as

finalists; three ashore and three afloat. The six were visited by a committee and, after a thorough inspection, the best, in the opinion of the committee, were chosen.

Winner afloat was USS *Courtney* (DE 1021), the COMDESLANT nominee. Runners-up afloat were USS *Galveston* (CLG 3), of COMCRULANT and USS *Henrico* (APA 45) of COMPHIBPAC.

Winner ashore was NAS Patuxent River, the PRNC nominee. Submarine Base, Pearl Harbor, the 14 ND

representative and NavSecGroup, Kami Seya, the COMNAVFORJAPAN nominee, were runners-up.

How do you choose a winner? That's a long story, but here are a few items that apply to any general mess:

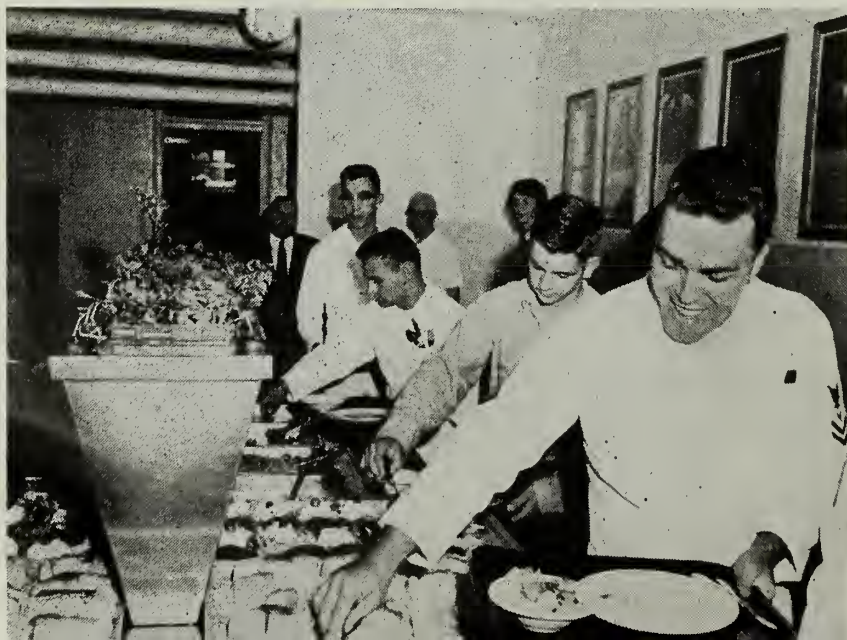
- **Proper techniques**—Food preparation, use of Navy Recipe Cards, cooking and baking, serving, clean-up. Stowage and breakout. Check on wastage.

- **Organization**—Safety regulations posted. Operating instructions and temperatures and times posted. Watch lists. Routing of food lines. Placement of machinery, utensils, foods and condiments.

- **Records** — Accounts up to date. Status of supplies known at all times. Proper reports made. Staying within budget. Training schedules made.

- **People**—The Navyman who eats in the mess is, when you come down to it, the most important item. Is his food well prepared, tasty? Does it appeal to the eye? Is it served piping hot or ice cold, as needs be? Does he have to wait in line a long time? Has everything possible been done to see that, when he eats, his surroundings are as pleasant as possible? Is he annoyed by rattling trays, noise and grumbling in the galley, while he is at meal? Is his mess deck spotlessly clean? Are the

SALAD BAR is big hit at the runner-up mess of Pearl Harbor Sub Base.







**TOPS AFLOAT** — Crew members of *USS Courtney* (DE 1021), winner of Ney Award afloat, help themselves to salad.

messmen clean, alert, competent? Does he get enough to eat, even if he comes in at the end of the line?

In short, is the man who uses the mess convinced he gets a better meal in his ship than he can find ashore?

Those are a lot of questions and a lot of items to be checked by a committee. In each ship or station inspected, there were many outstanding features observed. Here are a few of them:

**Messmen**—In *Galveston* you would find as fine a group of messmen as you could wish. Shining white uniforms. A smile on every face (They know they're good). To make the messman team in *Galveston* you have to be a 4.0 sailor. (No messman in *Galveston* has been to mast this year.) You have to be a team player. You have to be fast, alert, know your job and enjoy it. There is keen competition for the Messmen of the Month Award, presented in a formal ceremony by the commanding officer, and—the Award goes into the man's jacket.

The messman can do a lot to make the mess decks a pleasant place in which to eat. In *Courtney*, for example, handling of trays and utensils was done quietly, with a messman standing by to take the tray from the "customer," and start to process it through the scullery. The scullery itself was quiet—no banging to annoy the gourmets at their well-prepared, well-laid-out meal.

**Cooks, bakers and strikers**—These

men, in an outstanding mess, are proud of their work, and constantly keep in mind the fact that they must please the sailor or Marine who uses the mess. If you want to see a real sailor at his job, you could do no better than to visit NAS Pax. You'd see, in each of the two messes, a galley captain, two watch captains, cooks, bakers, strikers, messmen and the MAA mess deck force.

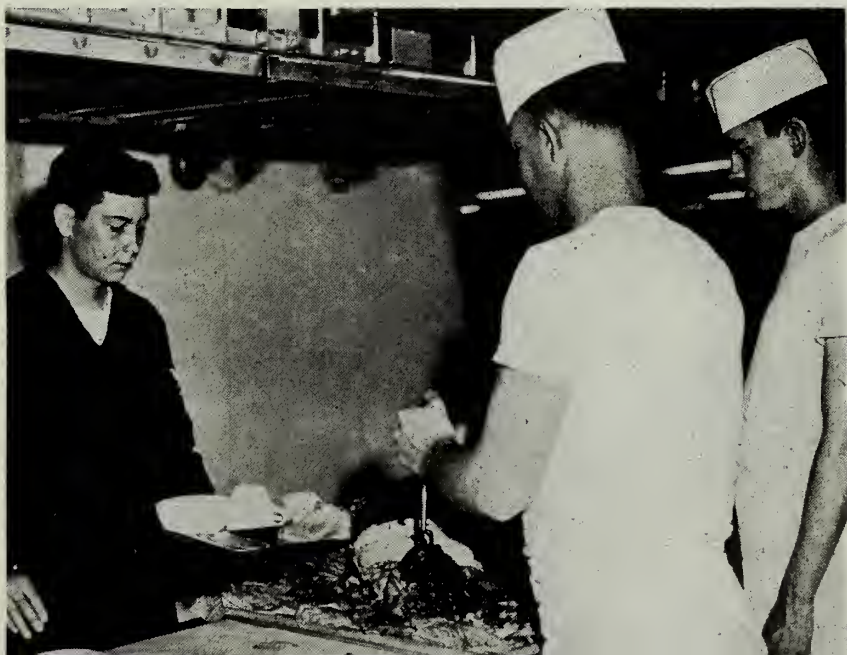
The NAS Pax cooks, as one example, will fry right in front of the man who is ordering and—they will make it just as asked. The bakers, in their own building, turn out superb products. They welcome a

visitor with pride, because they, too, know they're good—they have proof in the pudding (or is it cake?).

**Layout of the food**—Submarine Base, Pearl Harbor, is a good example of what can be done to make food look good as it sits on the line, waiting to be chosen. All of the winners have salad bars that are the result of careful planning, meticulous preparation and artistic arrangement. The decorative appearance of these outstanding salad bars had an added effect—they made the mess decks brighter.

Each of these winners had their own, individual, touches. Forms for

**FINE FOOD** served by *USS Henrico* (APA 45) messmen made her a runner-up.







**LOOKING GOOD** — Judges for Ney Award check salad bar at NAS Patuxent, as commissary officers LTJG J. C. Owens and CWO G. W. Barlow watch.



**CONGRATS** — RADM C. E. Weakley, Commander of DesLant, Mrs. Edward F. Ney, widow of Captain Ney, congratulate Commissaryman First Class Levesque on USS *Courtney's* (DE 1021) winning top honors.



**SWEET TALK** — Mr. Harry R. Tully and LCDR Roy Hattan (third from left), two of the judges for Ney Awards, inspect special cake telling of ComDeslant victory with LCDR H. L. Stanfield, CO of USS *Courtney*.

ice sculpture at Sub Base, Pearl, were one feature. NAS Pax River lined up all the condiments on the mess tables, in order and with labels inboard, giving the mess decks (together with other decorations) a banquet hall appearance. *Courtney* brightened the mess area with a cloth bulkhead hanging. *Galveston's* mess decks shone brightly by reason of two factors — the spick-and-span cleanliness and the amazing messmen. Kami Seya had outstanding murals, full-size paintings of Japanese scenes.

**Cleanliness** — There is a medical reason for being clean, of course, but there is an artistic value, too. Each of these winners had cleaning bills that overlooked nothing and each added the final touch to make their gear sparkle. The butcher's gear in *Galveston*, proof of a man who knows and likes his job, was spotless and well stowed. At Pax River, thanks to good liaison with the Public Works people, the drain covers were of salvaged brass that showed brightwork training.

In *Courtney* you could see the results of day-to-day emphasis on cleanliness in all food handling, stowage and serving spaces. A good scullery man is worth his weight in gold, and each winner demonstrated that point. The *Courtney* scullery man was so good, the committee heard, that three departments were trying to steal him.

Sub Base, Pearl, was another outstanding example of attention to day to day clean-up. They have a check system that runs from storerooms to garbage cans.

Personal cleanliness, it was noted, was a matter of constant checking. Fingernails, haircuts, clean white uniforms and hats, frequent washing after each chore — these were part of standard routine in a winner.

**Meals** — A menu planning board, a good variety of foods, a well-balanced meal, a choice of entrees — these are some of the factors that make a meal. (It was noted that the customers prefer to have meat sliced to order, rather than presliced. It was found that "different ships have different long splices" also applies to the difference in food likes and dislikes. Each ship and station evidently varies in what is liked and the difference is found in the same ship, as, for example, between what the seaman likes — and how much — as against what the



chiefs are fond of. Then, all of a sudden, the choices will change. (Variety, it seems, is quite a strong point.)

The winners used the basic Navy Recipe Cards, with the addition of their own skill and methods, to "make the food taste good."

**Command interest** — All the winners demonstrated that there was command interest in their general messes. Admiral, commodore, commanding officer, executive officer, supply officer and the commissary officers and chiefs—these, it was apparent, kept a close eye on the general mess and backed up the working staff of cooks, bakers, strikers and messmen. "Food for the crew is as important as missiles for the ship," was the idea of one chief. "These men work hard and they deserve the very best food we can fix for them," represents another idea. Continuing command interest was noted by the committee to be typical of the winners.

**Commissary spaces** — Let's not forget the hard-working jack of the dust. And—his fellow workers who strike food below and help stow properly, then turn around and break out for issue.

This is a matter of money, time and hygiene. Food on pallets or racks, for example, leads to quicker handling, more cleanliness, less wastage. Proper handling and stowage in the reefers, together with the correct temperature for the type of food in the reefer, is equally important.

It would take a lot of work to re-do a stowage job that put all of one kind of food in a far back corner of a tightly packed space. Cases that were not secured for a ship working heavily in a seaway would lead to undesirable consequences.

**Supply office** — This, too, is a matter of interest to the committee. Accounts and training, watch bills and records are all part of Supply. You'll find these shipshape in a winner. It is a complicated business. It looks easy when you see one of the winners, but the supply office—and what and how things are done there—can be a key factor in the making of a winning mess.

Kami Seya personnel, for example, had a highly-organized and smooth-running office. Their jack of the dust could not be stumped on any question asked by the judges.

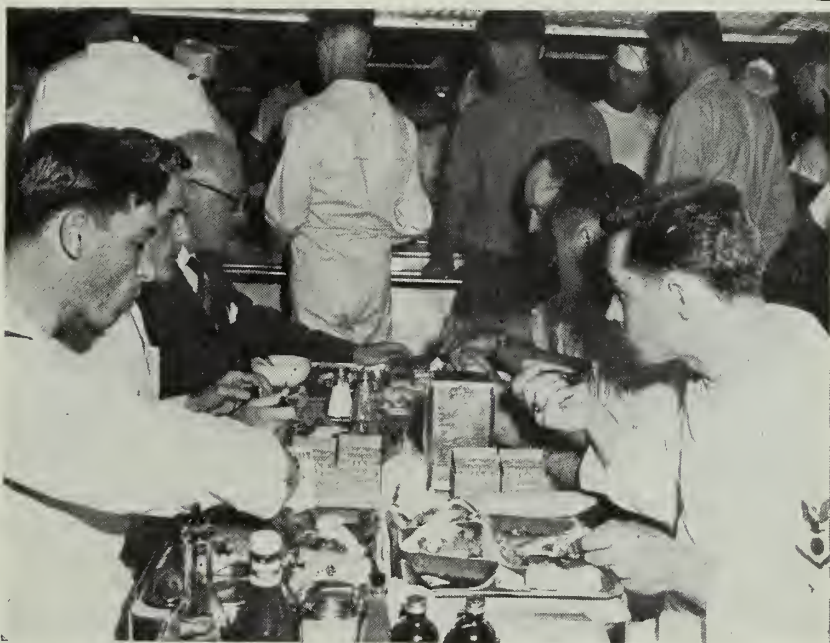
**AUGUST 1961**

How do you go about getting your mess in the winning bracket? That's a tall order. One CO said: "Take what you've got and improve it." A leading chief, when asked the question, merely said that it was all in the books. He went on to point out, however, that the Navy commissary training, the help you get from the skipper and the morale of the men who run the general mess are all a part of it.

How can your mess win next year? "Hard work," seems to be a constant answer. It isn't the only answer, and you'll find no magic formula here. You may get a clue from the winners and the rest of the 39 nominees of 1961. A ship, to be 4.0, must have a 4.0 general mess. It seems logical that a 4.0 general mess would help a ship to be 4.0.



**LOCKER LOOKING**—LT J. A. Allinder of BuSanda inspects food store-room aboard the prize-winning DE.



**A LA RITZ** — Mess hall at Kami Seya provides fine surroundings for tops in foods. Above: Crew members of USS Galveston enjoy their fine meal at sea.







## Behind the Scenes

**T**HE NEY AWARD for best general mess afloat and ashore saw 39 top messes nominated by their commands. An awards committee of eight officers and civilians made a thorough check of each of the 39 top messes and narrowed the competition to six finalists, by secret ballot.

A four-man committee visited each of the six finalists, and once again voted for winners and runners-up.

The traveling committee saw many fine messes, butcher shops, sculleries, bake shops, supply offices, store rooms, and—personnel.

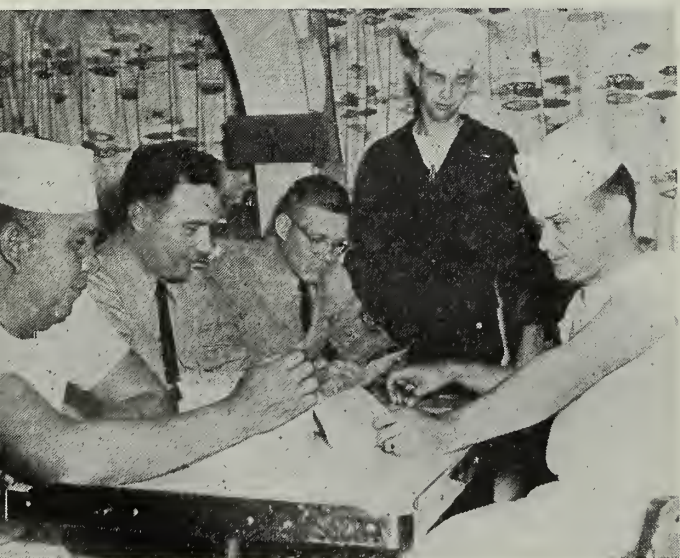
Outstanding personnel in the commissary department seemed to be a consistent feature of the winners and runners-up.

Interest of all hands in the general

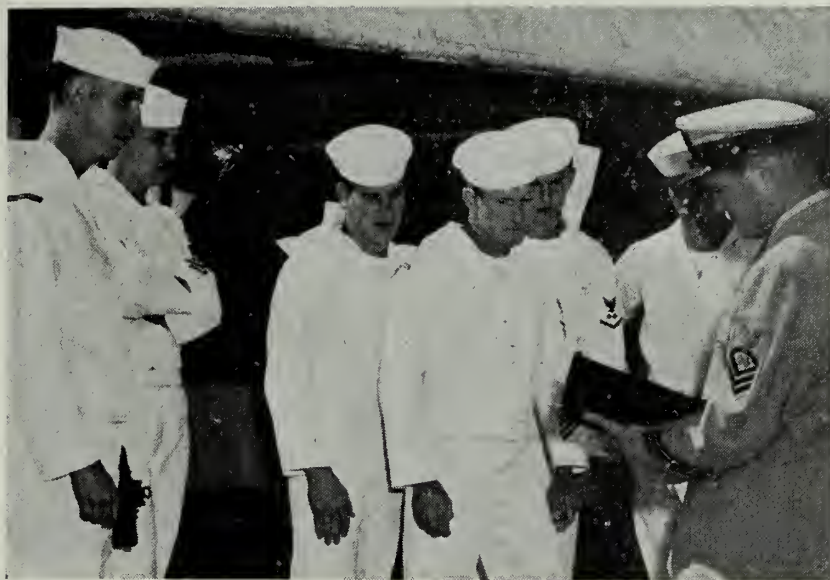
mess was another strong point of each of these top messes. By all hands, of course, is meant everyone from the commanding officer to the mess cook—and the admiral, in fact.

On this page you will see a few of the items noted by the committee.

Reading counterclockwise from top right: 1) CWO Edwards and Chief Devost, of NavSecGruActy, Kami Seya, go over records in their commissary office. 2) NATC Pax River messmen have official patch on jackets. 3) *Henrico* Bluejackets have wide choice of goodies at salad bar. 4) *Galveston* menu planning board meets each week to choose balanced meals to the liking of crew. 5) Final judges are the men who eat the meals. Here, at Sub Base, Pearl, men get some of the finest.







GROUP DISCUSSION—DesFlot Six SMC discusses signal book with SMs. Rt: Striker forms "H" by hand flags.

## DesFlot SIX Tells The World

Sharp signaling is one of the most prominent outward signs of a smart ship — whether underway or in port. Such sharpness is reached through drills and training.

An outfit that lays special stress on signalman training is Destroyer Flotilla Six. At the Naval Station, Charleston, S. C., the DesFlot ships carry out a regular weekly training schedule. The training is given to both the in-port DD-type ships, and to nearby MinLant and SubLant ships as well.

The schedule starts each Tuesday morning, with a drill on flaghoist procedures. The emphasis is on spot-

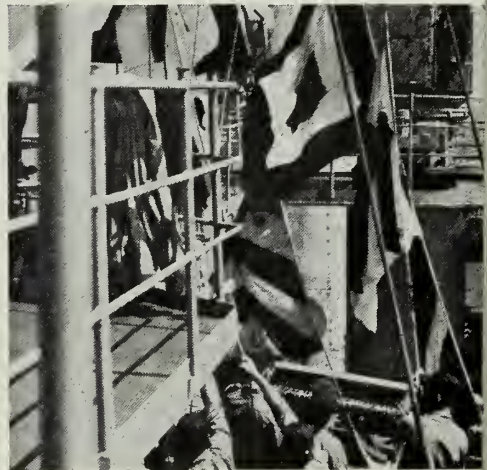
ting signal flags. Flaghoist is carried out Tuesdays, Wednesdays and Thursdays.

On the afternoons of these three days the art of semaphore also gets a full workout.

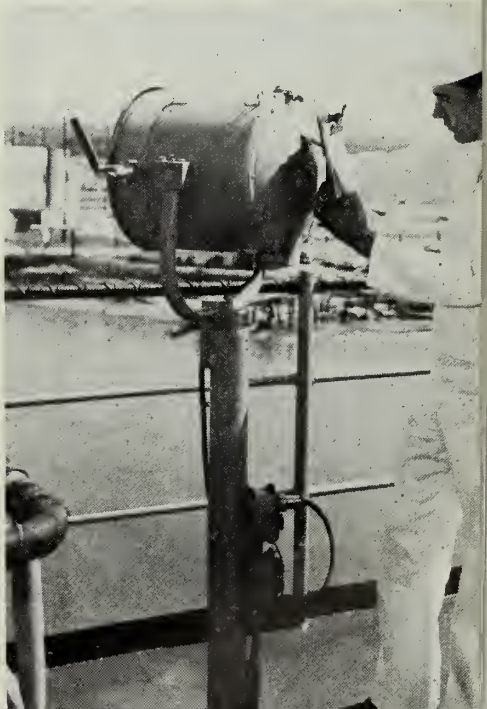
Flashing light by means of the yardarm blinker gets the treatment Wednesday evenings. This drill includes sending and receiving messages and correct flashing light procedures.

The drills are primarily intended for men striking for Signalman, although senior rated men also maintain their peak efficiency by participating in the drills.

Below: Typical flagbag scene: busy.



STAND BY YOUR BAGS—Cruisermen drill at an outsized flagbag. Rt: SM3 sends message by searchlight.





# LETTERS TO THE EDITOR

## Stenographic Requirements

SIR: BuPers Notice 1414 of 5 Jan 1961 put stenographic training and requirements back into the qualifications for the YN rating.

Question: Does "machine method" mean that a typewriter may be used? Also, may a tape recorder, furnished by the individual, be used for qualification, or does it fall under the category of "use of stenomask or other similar device?"

Another question: Several shorthand training courses and manuals are available, and have been ordered by our I&E officer. However, these manuals and courses do not help increase the speed necessary for qualification. The Class B Yeoman School uses tapes and records of dictation which would certainly be helpful in attaining the desired and needed speed.

I seem to remember that BuPers, at one time, had recordings of shorthand dictation available. Does the Bureau plan to issue any such records or tapes in the future to supplement the manuals? — H.T.D., YN1, USN.

• The stenographic requirement for yeoman is, of course, a much discussed situation, especially among yeoman. It seems those who can take shorthand think it is a good idea, and those who cannot, think it is unwise. We refuse to be dragged into this discussion.

We can, however, answer your specific questions: Typewriters may not be used to meet advancement requirements in stenography. The designation of machine shorthand authorizes such procedures as brevity or stenotype. Also, tape recorders may not be used. They are considered to be in a class with stenomasks and similar devices, as we're sure you already suspected.

As for your second question, the Training Publications Branch of BuPers does not plan to issue any tapes or records of dictation. Only the Gregg Shorthand books (text and workbook) will be distributed.

Sometimes, however (we are told), commandants of the naval districts have such tapes and records available. You might check with the commandant of your district. Maybe he can help. — Ed.

## Last Duty Station

SIR: I am scheduled to complete 19 years and six months of active duty in September 1961. Is it true that if I agree to serve an additional two years I may name my duty station?

If not, could I choose the station where I would serve my last two months before transfer to the Fleet

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept. Washington 25, D.C.

Reserve? — J.K.K., SFI, USN.

• No, on both counts. The provisions of Chapter 19, "Enlisted Transfer Manual," which apply to men who complete 30 years of active duty, have evidently confused you.

Under this chapter, a man may request assignment to the duty of his choice for his last two years on 30.

Since there is a much larger number of men going out at the end of 20 years, the you-name-it duty cannot be extended to them.

However, you may be transferred to a separation activity of your choosing up to 30 days early, once you have established a date for transfer to the Fleet Reserve. Since you are on shore duty, your request for the early transfer should be directed to EPDOCONUS. — Ed.

## Medal of Honor Awards

SIR: A shipmate of mine insists that about 10 men from USS Franklin (now AVT 8) received the Medal of Honor for heroism during World War II. As I recall, only two men from Franklin, both officers, received the Medal. Who's correct? — D.C.G., SMC, USN.

• You apparently have the better

## Expert Pistol Shot Requals

SIR: Word is out at this shore base that a person who has been awarded the Expert Pistol Shot ribbon (and medal) is entitled to wear it permanently if he has qualified at least three times for the award. Also, that if he qualifies three times he may not be disqualified from wearing it through failure to requalify. — D.B., CWO, USN.

• That's about the size of it. As Sect. VII of the "Landing Party Manual" (1960) states:

"A person who has successfully qualified for expert on three separate occasions in accordance with the regulations promulgated herein may wear the ribbon or medal permanently, and is no longer required to requalify."

Same thing holds true for the Expert Rifleman award. — Ed.

memory on this question. The record shows that two Medals of Honor were awarded to men who served aboard Franklin during World War II — LTJG Donald A. Gary, USN, and CDR Joseph Timothy O'Callahan, CHC, USNR.

Franklin was attacked by enemy aircraft while operating off Kyushu, Japan, on 19 Mar 1945. She was severely damaged by internal fires and explosions after being hit by armor-piercing bombs. The efforts of Chaplain O'Callahan, LTJG Gary, and others, however, saved the ship from sinking and she was able to return home under her own power.

The citations for bravery recall that Chaplain O'Callahan, "... calmly braving the perilous barriers of flame and twisted metal, groped his way through smoke-filled corridors to the open flight deck and into the midst of violently exploding bombs. He organized and led fire-fighting crews into the blazing inferno, directed the jettisoning of live ammunition, and manned a hose to cool hot, armed bombs. . . ."

While the Chaplain was so engaged on the flight deck, LTJG Gary risked his life below decks to assist several hundred men trapped in a smoke-filled messing compartment. As the men became panic stricken, LTJG Gary confidently assured them he would find a way out, and did. He struggled back to the compartment three times, and, despite menacing flames, flooding water and the threat of additional explosions, calmly directed his men until the last one had been saved. — Ed.

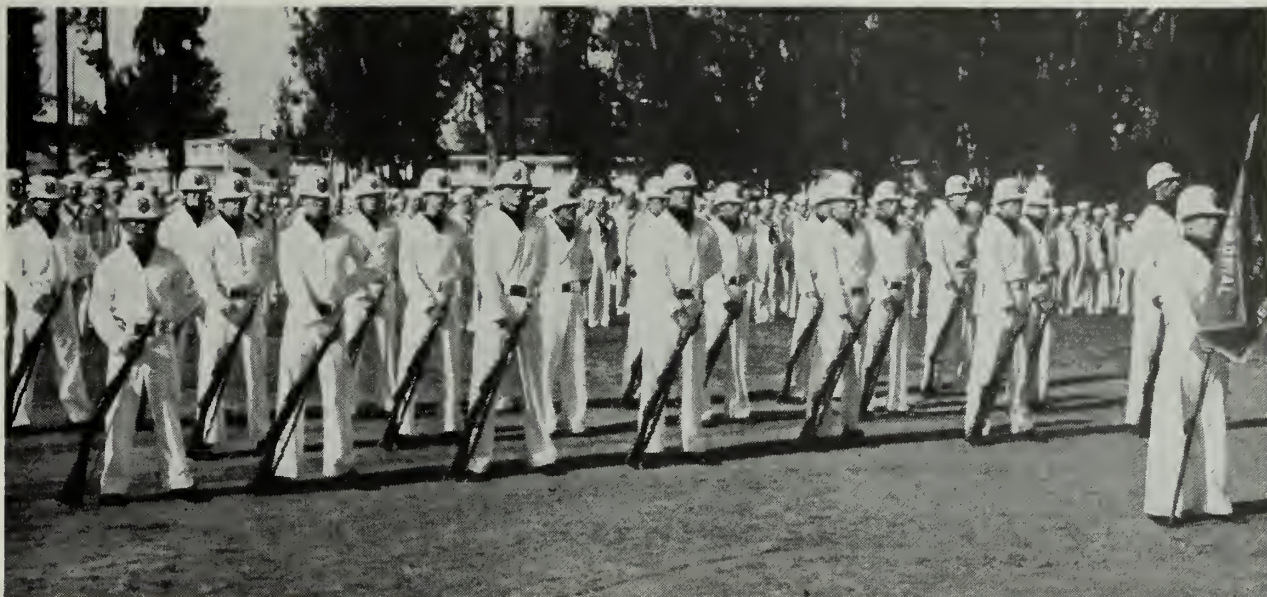
## Time Credited for Advancement

SIR: BuPers Inst. P1430.7D defines active naval service (when establishing eligibility for advancement in rate) as full-time service with the regular Naval Establishment or full-time service on an active duty basis with the Training and Administration of Naval Reserves. Part V, 2c(3) of this reference states that credits for total naval service and for time in pay grade are computed in this same manner, with certain exceptions.

Navy Regulations, Article 0101, defines the Naval Establishment as including the Marine Corps.

In view of the above, I would like to know if service in the Marine Corps counts when computing time for eligibility for advancement, time in grade and total Naval service. My personal opinion is that BuPers does not intend that such service be counted. However, I know it is sometimes counted in such cases as the following: A man enters the Regular Navy, serves an enlistment and is discharged as an HM3. Less than 90 days later he enlists in the





**DRILL TEAM** of Seabees' MCB-9 assumes position while participating in ceremonies held at Midway.

Marine Corps. After two years he desires to again become a hospital corpsman and he is discharged from the Marine Corps as an E-3 and enlists in the Navy as an HN.

Should this Marine Corps time count for advancement or not? To the few men this affects, it could mean the difference between advancing in rate or not advancing. — LTJG F.A.T., MSC, USN.

• *The time spent in the Marine Corps should not count for advancement.*

*The definition of Naval Service that you quote is being changed to read "full time service with the Regular Navy." This change is in Change One to BuPers Inst. P1430.7D.*

#### **If You Rate Gold**

SIR: Is a petty officer first class required to wear gold hashmarks and a gold crow for personnel inspection?

I have wondered about this for some time, but I haven't been able to find anything in writing.

I admit a gold rating badge and hashmarks look sharp, but I am still not sure they are required. Are they? — J.F., HM1, USN.

• *They are, if you are eligible. To be eligible you must have served 12*

*continuous years of active duty in which you have qualified for the Good Conduct Medal.*

*For some reason many Navymen have gotten the idea that gold is only for decoration and is not required. They couldn't be more wrong.*

*For petty officers who are eligible, gold service stripes and rating badge must be worn on the service dress blue uniform. They are just as much a part of the uniform as the red service stripes and rating badge worn by POs who have less than 12 years' continuous good conduct.*

*You said you had been unable to find anything in writing about gold hashmarks. We found the answer in "Uniform Regulations," NavPers 15665 (Rev. 59). We suggest that whenever you need an authority for any questions concerning uniforms that you refer to "Uniform Regs." It will usually answer your questions.*

*In the meantime, if you rate gold, you had better wear it. It is required whenever you wear the service dress blue uniform. — Ed.*

#### **Wants Sea Duty**

SIR: I am an AMH3 on my first enlistment, minority cruise, and I am currently on shore duty at the Naval Air Station, Whidbey Island, Wash. My enlistment expires this year, and as yet I have not been given the opportunity to obtain any sea duty experience.

Before I make my final decision to get out of, or stay in, the Navy, I want to serve for a time at sea. I would be happy to extend my enlistment to gain this experience.

I have asked the local enlisted personnel office about this, and to their knowledge there is no way I can be reassigned to sea duty.

To make it real easy and inexpensive

for the Navy I could transfer to one of the squadrons right here at Whidbey Island. I understand one is due to deploy this fall.

Are there any existing directives whereby I could be assigned to a sea duty billet? If so, what action must I take? — N.B.K., AMH3, USN.

• *There are instructions for this sort of thing, but for you there is no problem. The normal tour of shore duty for an AMH3 is 36 months, and you will have completed that much shore duty at the end of your enlistment. Therefore, if you extend your enlistment for one year or more, you will be assigned to sea duty.*

*As a general rule, however, a tour of shore duty cannot be shortened so that an individual may go to sea. The only way this can be done is with the permission of the Chief of Naval Personnel in the individual case.*

*If you're interested in further details, we suggest you read the chapter on Shore duty in the Enlisted Transfer Manual (NavPers 15909). — Ed.*

#### **Applicants for NESEP**

SIR: After a man has taken a NESEP examination, how and when is he informed of the exam results? — W.J.S., DT2, USN.

• *NESEP test results are not released, since they are for the use of the selection board.*

*Indirectly, of course, you learn of one result of the test — the main result. After the selection board has done its work, a BuPers Notice goes out to all ships and stations. The notice lists the names of those who have been provisionally selected for the NESEP program and who will be ordered to preparatory school for refresher training. — Ed.*

#### **Advancement to Master Chief**

SIR: I seem to remember reading recently that the 24-months-in-grade requirement for E-8s would be waived until all E-9 billets were filled in 1963.

Was this waiver in effect for the most recent exams? Will it be in effect in the future? — R.L.S., EMCS, USN.

• *This year, all E-8s must meet the two-year service requirement for advancement to E-9. — Ed.*





BACK TO DUTY—LCU 765 is launched from LST in mothball fleet at Green Cove Springs, Fla., on its way for duty with Danish Navy.

### TAR Shipping Over

SIR: I am a TAR who, upon shipping back Regular this year, will have had 16 and one-half years' active duty. Will my request for Radioman Class "B" School be approved with that much active duty?

This will be my first reenlistment. I have been given many different opinions on what my payoff will be. Allowing for 60 days' leave on the books and reenlistment for three-and-one-half years, what will the payoff be?

I have been told that on the first reenlistment, I cannot ship over three months early. Is this a fact?—J.L.B., RMC, USNR.

• Upon reenlistment as USN, you will fill out a rotation data card. School request will be considered, but the chance of assignment to school is pretty thin owing to many factors, including lead time.

Assuming this is your first reenlistment, and you have three and one-half years remaining to complete 20 years of active federal service, your bonus would be computed as follows:

Three and one-half multiplied by an amount equal to one month's basic pay to which entitled on date of release from active duty.

The "Navy Comptroller Manual," Para. 044075, provides information on the computation of reenlistment bonus.

TAR personnel are eligible to enlist in the U.S. Navy at the expiration of their Naval Reserve enlistments, in accordance with BuPers Inst. 1130.4F. Early discharge and enlistment are not authorized except in unusual circumstances involving insufficient obligated

service for a specific assignment, deployment, etc.—Ed.

### Applying for a Commission

SIR: I applied for a commission under the Integration Program. Although not selected, I intend to apply again. BuPers Inst. 1120.18G clearly spells out the fact that I can be considered by the Integration selection board only twice, but leaves me in the dark on limitations for LDO applications.

If I should apply again this year for the Integration Program, would I be able to apply for LDO in 1963,

### Gone But Not Forgotten

SIR: In November 1959 I successfully passed the proficiency pay (P-1) examination for my rate, and, as a result, was authorized to draw pro pay for 18 months commencing in January 1960.

Shortly after I started receiving this money I was transferred to a new duty station and assigned to a billet outside my rate. As a result, I lost my pro pay.

I realize I can't take a pro pay exam while working out of my rate, but once I have passed the exam and received initial payments, shouldn't the payments be continued for the duration of the award?

—F.T.R., LICA, USN.

• Not according to the fiscal year 1961 pro pay guide. "The commanding officer shall revoke proficiency pay if a member (you) is reassigned to any primary duty not requiring the skill on which the proficiency pay is based." See BuPers Inst. 1430.12B.—Ed.

when I can meet time-in-service requirements, or would I be ineligible because I had applied twice for Integration?—G.P.F., RD1, USN.

• There is no limit on the number of applications you may submit for Limited Duty Officer (Temporary), even if you twice fail to be selected for an Integration commission.—Ed.

### More Scorpion Stories

SIR: During the past year, ALL HANDS has published several interesting articles which were sent in by shipmates who served on board USS *Scorpion* at Constantinople, Turkey.

Up to the present, no item has been sent in for the period during which I served in that ship—1910 to 1913.

During this era, just before the First World War, life in Europe was gay. Most countries were on the gold standard, no passports were needed, and servicemen in uniform traveled at reduced rates (one-half cent per mile on the railroads).

Early in 1910, I was serving on board the coal-burning cruiser USS *New York*. That ship departed Philadelphia Navy Yard in April 1910 bound for the China Station, via the Suez Canal, to relieve USS *Charleston*.

After coaling at Hampton Roads, Va., *New York* arrived at Gibraltar May 20th and departed the 27th. She steamed at a leisurely pace through the Mediterranean and made stops at Toulon, France, and Spezia and Naples, Italy. At Naples, both watches were granted 72 hours' leave to visit Rome.

We then proceeded to Piraeus, Greece, where contact was made (in June 1910) with *Scorpion*, the ship that was to be my home for the next three years.

Together with a draft of about 15 men, I was transferred to *Scorpion* in exchange for the same number of home-ward-bound short-timers.

*Scorpion*, in pre-World War I days, was the only U. S. Navy ship to be based permanently in European waters. Six other countries had naval converted yachts stationed at Constantinople for many years.

*Scorpion* reported there for duty in 1906. Ships of this miniature NATO squadron ranged in displacement from 500 to 1,000 tons. The largest was Austria-Hungary's *Taurus*. Next were Germany's *Lorelei*; Italy's *Galileo*; Russia's *Donetz*; Britain's *Imogene* and France's *Jeanne Blanche*.

The flotilla was moored to buoys off Topans, the Greek section of the city during the winter months and at Thessalonika, 15 miles up the Bosphorus, during the summer, when members of the embassy staffs had their residences there.

My first impression of Constantinople was of the oriental atmosphere of the native section of Stamboul, with its mosques, bazaars, veiled women and tribesmen from all parts of the Ottoman



Empire. I still remember the muezzin calling the faithful to their morning and evening prayers to Allah.

Quite a contrast was the elegant European quarter north of the Golden Horn, the center of which was the Grande Rue de Pera. Here were the embassies, smart cafes and hotels.

E. J. Sherry, in his article in the March issue of *ALL HANDS*, mentioned the Scorpion Club. The three-story residence was leased, for the use of our crew, by the people of the American colony in 1910. It was located on a side street off the Grande Rue de Pera.

A Greek couple was employed as manager and housekeeper. Our carpenter's mates installed clubroom facilities. Cots and bedding were purchased.

From the time the club was commissioned, it was a success. The American colony cooperated with our crew members to make it so. (I was glad to hear the club operated until 1917.) This took place many years before the U.S.O. was thought of, and was an excellent example of ship spirit.

Living costs in Turkey at that time were extremely low, and so was our pay. A chief's base pay was \$77.00 monthly. My pay as a fireman was \$38.50 in gold Turkish lire. Good Scotch whiskey cost 15 piasters (60 cents) a full quart. Fifths were unheard of then. Bavarian beer from Munich cost two piasters a pint in most cafes in the European area and was accompanied by a variety of free lunch dishes.

A favorite spot was the St. James on Rue de Petit Champs. It was run by an Englishman and his wife. Their specialty was roast beef and Yorkshire pudding.

Novotney's beer garden, with its five-piece string orchestra playing Strauss waltzes and its authentic Austrian food, is one of my fondest memories.

Then there was the Pera Palace, with its excellent vaudeville show, food and service, and the Olympic Roller Skating Rink—a popular pastime in 1910.

During the fall of that year, *Scorpion* left for Trieste, Austria, for an extensive overhaul.

*Scorpion* went to the company's shipyard at Servola, a suburb of Trieste. Because of the company policy that no repairs be undertaken with crew living on board, housing had to be provided ashore.

Leave up to 30 days was encouraged by the commanding officer, and the crew used it to see Europe. Weekend trips to Venice and Vienna were popular.

No autos were for hire in those days but with excellent railroad transportation, and horse and carriage for hire in the cities, we did get around.

Summer cruises were made across the Black Sea to Varna, Bulgaria; Constanza, Rumania; Odessa, Russia; and



RAKISH LINES of USS *Scorpion* stress ship's past as a yacht, as she rides moor in Bosphorus away back in 1910—good duty at a distant overseas station.

south through the Dardanelles to islands in the Aegean Sea.

This period came to an abrupt end in 1912, when Serbia, Bulgaria, Montenegro and Greece declared war on Turkey—a prelude to what was in store for Europe in 1914.

October found the Turks in full retreat from superior forces. They made a stand on the plain of Chatalja, 20 miles from Constantinople.

European countries and the United States dispatched warships for the protection of their nationals. First to arrive were the German cruisers *Goeben* and *Breslau*. They were followed by the British battleship *New Zealand* and the cruisers *Hampshire* and *Weymouth*. France, Russia, Italy, Holland and Spain also sent cruisers.

The coal-burning armored cruisers *Montana* and *Tennessee* were ordered to Turkey. *Montana* anchored at Beirut and *Tennessee* at Smyrna, Asia Minor.

With a disorganized Turkish army retreating on Constantinople, the safety of the residents of the European area was doubtful and, on 1 Nov 1912, a force of about 5000 men was landed from the International Fleet, taking over that part of the city.

A small company from *Scorpion*, reinforced by sailors from *HMS Weymouth*, took over the protection of the lives and property of the U. S. Embassy personnel. Shore leave was curtailed

from 1300 to 1700 until the middle of December, then extended until midnight.

In March 1913 I, together with other short-timers, was transferred to *uss Tennessee*, taking passage via the collier *Brutus* to Smyrna.

I was homeward-bound in May 1913. We stopped at Algiers for coal and arrived at Norfolk Navy Yard early in June of that year. So ended an interesting and exciting tour of duty under three commanding officers.

The only U. S. naval vessel we came in contact with while I was in *Scorpion* was the scout cruiser *uss Chester* at Trieste, Austria, during the summer of 1911.

When I first enlisted, President Taft was in office. The Great White Fleet had recently returned from a world cruise. The U. S. Navy had a complement of about 65,000 officers and men, and retirement meant a career of 30 years.

I returned to Turkey on board *uss Humphreys* (DD 236) after World War I. Constantinople had been renamed Istanbul. Turkey was occupied by Allied forces. Istanbul's native section was taken over by the Italians. Galata, the Levantine area, was occupied by the French, and British forces occupied the European section known as Pera.

*Scorpion* was back in commission and, for a while, flew the admiral's flag. I paid a visit to my old ship and departed with a sad feeling.

The enclosed picture of *Scorpion* was taken at the summer anchorage at Therapia in 1910.

I would be very happy to hear from my old shipmates.—James McQuat, BTC, USN (Ret).

• *Istanbul is still one of the world's most interesting cities, but when we read accounts like this we can only shed a tear for days gone by.*—ED.

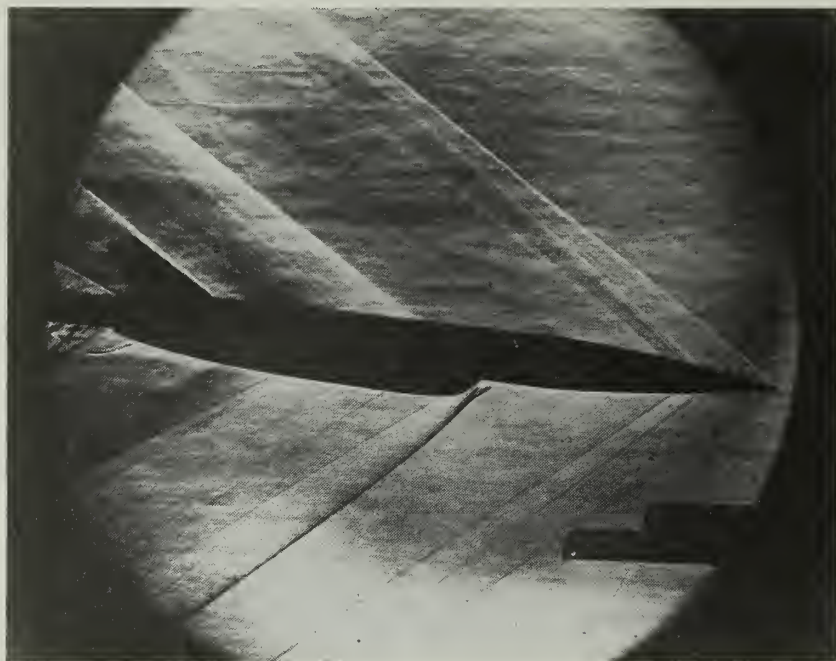
#### Advancement in Naval Reserve

SIR: Where can I get a copy of the requirements for an E-7 on inactive duty to be recommended for the August examination for promotion to E-8?

—W.E.L., Jr., GMMC, USNR.

• *The information can be obtained from your nearest Naval Reserve Training Center. It is contained in BuPers Inst. 1430.1D.*—ED.





**STORY TOLD** by schlieren (streaks) photo of missile in a wind tunnel at Pt. Mugu, Calif., enables engineers to predict shock waves, stresses.

### **Augusta Had Busy Career**

SIR: A discussion came up the other day with reference to *uss Augusta* (CA 31) and the part she played in the last war. I mentioned that she was a very lucky ship because of the following.

In July or August of 1937 I was skipper of a tugboat in Shanghai. The Japanese had invaded China by then, and there was heavy fighting going on along the Whangpoo River. On the day in question, I was lying off our engineering works which had been completely deserted. I was feeling sort of lonely, but as there was bombing going on to the south of me and up in the city itself, I thought I had better stay where I was.

Pretty soon, the *Augusta* appeared, rounding a bend in the river. As she was coming up on the flood, I knew she would have to swing first; up she goes and swings. Then down comes her picket boat with her buoy party aboard. They proceed to one of the big buoys opposite us.

I told my engineer we were safe as a bug in a rug with her alongside. There were only about 300 yards separating us.

While we were watching the sailors getting the gear on the buoy, we heard planes approaching. We looked up and, coming downriver were five planes. As they arrived above us we saw their bomb bays open, and out comes a shower of bombs hurtling toward us. The engineer and I dropped to the deck as the bombs entered the river between us and *Augusta*. The river being deep here, the explosion sent up a huge shower of mud and stones. The sailors on the buoys had the worst of it.

There was tremendous activity on *Augusta*. I signaled her and asked if they thought there would be much more of that. *Augusta* replied it was hard to say. Then and there I decided the protective covering of the U.S. Navy was not for me and I hove anchor and up the Bund Shanghai I went.

I think the engineer and I must have been two of the few eyewitnesses to what might have been the end of a fine ship and crew, not to mention ourselves. I wonder if any reader can verify this. What has happened to *Augusta*?—G. O. Gatehouse, Master Mariner of the "Anchorage," Kakanui, Oamaru, New Zealand.

• Thanks for your very interesting letter. *Augusta* did indeed play a proud role in (and before) World War II.

After her shakedown cruise, she was attached to the Atlantic Fleet until March 1932 when her home port became San Pedro, Calif. In 1933, she left for duty as flagship of the Asiatic Fleet and dropped anchor in the Whangpoo River off the Bund of Shanghai, China, in November 1933.

During her first three years, she was seen in about every important port in China, Southeast Asia, Japan, the East Indies and the Philippines. She was under the command of Captain C. W. Nimitz, who later became even better known in the annals of the Navy.

On Bloody Saturday, 14 Aug. 1937 (possibly the day to which you referred), *Augusta* was hardly moored off the Bund of Shanghai, after having bucked a typhoon on the way from Tsingtao, when two bombs fell nearby. That was

the prelude to a hectic week full of screaming shells overhead that fell on Shanghai. On 20 August a shell exploded, killing an *Augusta* seaman and wounding 17 others.

*Augusta* continued churning through Asiatic waters for the next three years, watching the political waters of Asia reach the boiling point. In November 1940 she returned stateside, flying a homeward bound pennant over 700 feet long.

In April 1941, she was assigned to the Atlantic Fleet and immediately became the flagship of ADM E. J. King. It was in the admiral's cabin on board *Augusta* that President Roosevelt and Prime Minister Churchill met and signed the Atlantic Charter.

In 1941, *Augusta* saw duty escorting an aircraft carrier, loaded with P-40s for Egypt and India, to Africa's Gold Coast. Later she became the flagship for RADM H. K. Hewitt, in command of the Western Naval Task Force for the invasion of Morocco. Major General G. S. Patton, USA was aboard as an observer.

In the spring of 1943, *Augusta* went to Argentina, Newfoundland, to train all hands in the ways of the Royal Navy. She was interrupted in May to escort the ss *Queen Mary* carrying Prime Minister Churchill to New York.

*Augusta* and other American ships later operated with the British Navy in an attempt to lure the giant German battleship *Tirpitz* and the battleships *Scharnhorst* and *Gneisenau* from the safety of the Norwegian fjords.

Although *Augusta* went into Arctic waters north of Bear Island, the ruse failed. Another Arctic decoy trip took *Augusta* within 800 miles of the North Pole.

The next year *Augusta* went to Plymouth, England, and the parade of notables across her decks quickened its pace. King George VI inspected the ship and stayed for dinner. During the Normandy landings, Rear Admirals Kirk and A. D. Struble, General Omar Bradley and Brigadier General Royce were on the admiral's bridge.

Early in 1945, *Augusta* embarked President Roosevelt and his staff for a cruise through the Mediterranean and Black Sea to the Soviet port of Yalta for the now famous Big Four Conference.

Only one important task now remained for *Augusta*. On 7 Jul 1945, President Truman and his party, including FADM W. D. Leahy and Secretary of State James F. Byrnes, embarked at Newport News, Va., for a cruise to Antwerp, Belgium, on their way to the Potsdam Conference.

During the voyage, the President inspected the ship and was entertained at each of the ship's messes.

In Plymouth, England, King George VI returned President Truman's call to HMS *Renown* and visited the President in the heavy cruiser *Augusta*.



That fall, Augusta participated in Operation Magic Carpet carrying the victorious American troops home from Europe.

On 16 Jul 1946, Augusta was decommissioned and placed in mothballs in the Philadelphia Group, Atlantic Reserve Fleet. She was sold by the Navy in March 1960.—ED.

### Two Questions, One Error

SIR: It looks as though I have moved up to the number-nine spot in your 10-reader derby. I saw a copy of the January 1961 issue in 1961.

It may seem that I only read your magazine to pick out errors, but I don't really. There is, however, a miscaptioned photo on page 36 of the January issue which may be quite misleading to the men of the Fleet who are not familiar with aircraft.

They may wonder why a TF-1 which unloads at their base or on their ship doesn't carry as much cargo as the photo in the upper right hand corner indicates it can. The TF-1 is a good-sized aircraft, but I am sure it could not carry all that cargo and still have room for two or three men to stand erect in it. I suspect the photo was taken inside an R5D. I have spent some hours in R5Ds, and this photo looks vaguely familiar—not that I know any of the men in the photo, but that pile of cargo looks like many I have carried.

Now that I have finished nit-picking, I would like your help. First some background:

I enlisted as an apprentice seaman in the old V-5 Program on 29 Nov 1945. In March 1946 I was ordered to active duty at a college. In September 1946 the V-5 Program was discontinued, and I signed up in the Naval Aviation Cadet Program. I was immediately released to inactive duty to continue college. In March 1948 I was ordered to active duty as an apprentice seaman and assigned to Pensacola, Fla. I was discharged from the Naval Reserve, still as an apprentice seaman, on 2 Jun 1948, and was immediately appointed midshipman USN. After completing flight training I was commissioned ensign, USN, and I have continued since as a Regular Navy officer.

Here's what I would like to know:

1. How much of this service can be counted toward establishing my pay entry base date?

2. If I were passed over twice for CDR, on what date would I be required to retire?

Many of my contemporaries and I have kicked these questions around, but we have not yet found an authoritative answer. Will you help us, please?—J.R.S., LCDR, USN.

• Always glad to help if we can.

Although you were in several categories during the years before you be-

came a midshipman, it appears you spent the entire period in the Naval Reserve and as an enlisted man. Because of that, your service for pay is fairly easy to straighten out.

Under Section 202(a)(1), Public Law 351, 81st Congress, the service performed as a cadet and/or midshipman would be creditable for basic pay purposes if you were serving in an enlisted status. But, that same service is not creditable for basic pay purposes while you are serving in an officer status.

Since you are an officer you may not, therefore, use your service as midshipman, USN from 2 Jun 1948 to 1 Jun 1950 for credit toward basic pay. The other time, however, since you were an enlisted member of the Naval Reserve, may be counted for basic pay purposes.

As for involuntary retirement, you can determine that for yourself when and if the time comes. This is covered in Enclosure Two to BuPers Inst. 1811.1B. In effect it says that a LCDR, who is not on the promotion list and is considered as twice failed, will be retired on 1 July of the year which is 20 years after the "service date" listed after his name in the "Navy Register" current at that time.

Before we forget, thanks for your comments about the TF-1. We wonder why we haven't heard from any TF-1 sailors.—ED.

### Personnelman or Yeoman

SIR: I have always wondered why the Bureau doesn't let personnelmen volunteer for duty aboard submarines. I have heard it is because they do not have the experience in clerical work that yeomen do. If this is the reason,

I don't think it is a very good one.

It seems to me, the average personnelman knows just as much about clerical work as the yeomen do. As a matter of fact, I believe a personnelman who has served aboard a destroyer could tell many a yeoman a few things about his own rating.

So far as I know, the work of a yeoman aboard a submarine is about the same as that of a personnelman aboard a destroyer. As a matter of fact, I think the ratings could be interchanged with a little additional training in both fields.

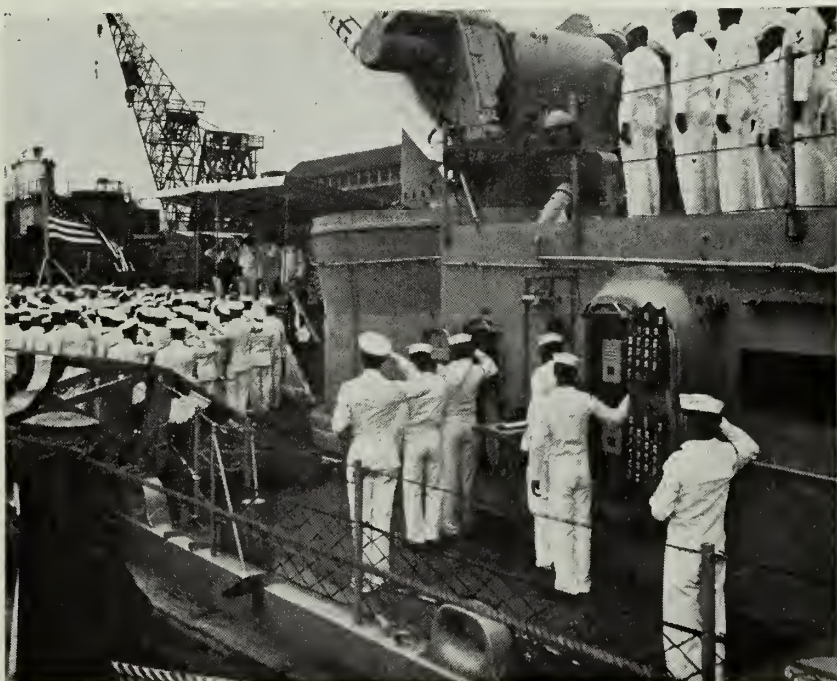
I have been thinking seriously of requesting a waiver from the Bureau of the PN rating but I would first like to know if you share my opinions.—D.R.M. PNI, USN.

• We agree that the YN/PN ratings are required to have similar administrative experience but there is a difference. Generally YNs have a wider administrative background and are therefore considered better qualified for independent duty in submarines. Submarines, as you may know, have an established allowance for one YN1 at present. Since he is the only clerical assistant aboard he is required to perform all of the typing, filing, record entries, personnel work, etc., by himself.

There are plenty of YNs waiting to get an assignment to submarine school.

If you are hot to serve aboard a submarine, we suggest you change your rating to YN; then your application to submarine school will be considered.

Chapter 10, "Enlisted Transfer Manual," will give you the requirements for application for submarine duty.—ED.



HAND SALUTE — Ship's company of USS Sampson (DDG 10) renders honors as ship goes into commission. Tartars are her main armament.





ICHIBAN, nickname of USS Castor (AKS 1), which operates in western Pacific, means roughly Number One and comes from number carried for over 20 years.

#### Medals, Ribbons and Rates

SIR: I would appreciate any information you can give me concerning three questions on widely separated subjects.

*First*—I served on board the general stores issue ship USS Castor (AKS 1) from March 1953 to May 1956. I think I rate the Presidential Unit Citation for service in Indo-China in 1954. However, when I inquired recently at the personnel office on my station, they told me Castor wasn't in Indo-China in 1954. What gives—and how do I go about getting the PUC if I deserve it?

*Second*—I received a Good Conduct Medal in July 1957. I was discharged in February 1959, and reenlisted under broken service in July 1959. When will I be eligible for a second Good Conduct award?

*Third*—I would like to change my rate to electronics technician. What are the requirements for that rating? —J. L., SH3, USN.

• Ask three questions and you'll get three answers.

*First*—Castor never has been awarded the U.S. Presidential Unit Citation. She did, however, earn the Viet-Nam Presidential Unit Citation, "Ribbon of Friendship," for the period 9-19 September 1954. If you were aboard the ship during that time you are entitled to wear that award. It is not issued by the U.S. Government, but may be purchased from stores dealing in military supplies.

*Second*—Good Conduct awards are based on continuous periods of service. Your current period of eligibility for the second award began 10 July 1959, the date of your reenlistment.

*Third*—To be eligible to apply for the ET conversion course, you must have either a combined GCT-ARI-ETST of 170 or more, or a combined GCT plus ARI of 115 and MECH 55. In addition you must have at least 36 months' obligated service, normal color perception, a clear speaking voice, and must be able to qualify for confidential clearance. Consult BuPers Inst. 1440.18B for more on this subject. — Ed.

#### Retainer Pay Checks

SIR: The Bulletin Board section of the February 1961 ALL HANDS carried an article entitled "Pointers on the Fleet Reserve for Navymen Nearing Twenty." It was an informative article.

However, it failed to answer one specific question. It's this: Can I have my retainer pay checks mailed directly to a commercial bank for deposit to my account? — W.J.S., DT2, USN.

• Yes, you can. Fill out a Treasury Form 6711 and turn it in to your bank. This form gives the bank a power of attorney for your retainer check.

Chances are your bank will have the Treasury Form 6711. If not, you may write to the U.S. Treasury Department, Washington 25, D.C. for the form.

Then forward the name and address of the bank, along with a statement requesting that your check be mailed to

the bank, to: Commanding Officer, (Retired Pay Dept.) U.S. Navy Finance Center, Cleveland 14, Ohio. — Ed.

#### What About My Transfer?

SIR: I am now on recruiting duty and my normal date of transfer was to be 1 Apr 1961. I have not yet received orders, and my commanding officer says I cannot expect to leave this duty station until after the first of the fiscal year. Since this is the case, I have several questions.

How soon after the first of the fiscal year may I expect to be transferred?

When may I expect advance transfer orders?

Will all people in this situation be transferred at the beginning of the fiscal year? — T.R.S., EM1, USN.

• At present, the Bureau of Naval Personnel anticipates making you available this month for transfer.

Commencing in July, overtoured people were being rotated as reliefs become available. — Ed.

#### Dependents of MCB Personnel

SIR: Can you tell me if there are any mobile construction battalion units which allow enlisted members to take dependents overseas at the expense of the government?

If there are, which ones? G.L.K., UTA2, USN.

• As MCBs are considered to be homeported at either Ft. Huachuca, Calif., or Davisville, R. I., there are no provisions for travel of dependents, at the expense of the government, to overseas stations when these units deploy.

By the very nature of their work, members of the units are mobile and liable to move at a moment's notice.

There have been instances in the past where some personnel moved their dependents at their own expense or on a space-available basis, but this is not regulation nor common practice. — Ed.

#### Applying for Submarine Duty

SIR: I recently read that the Navy needs more submariners.

I am interested in submarine duty. I am striking for fire control technician and even went up for FTA3 the last time. I think I made it. FTs, I understand, are among the rates most needed in Polaris submarines.

On my last ship the division officer wouldn't allow me to put in for Sub School. But since that ship went out of commission, I have now been transferred to another for duty.

How long will I have to serve aboard before I can apply for submarine training? — C.M.B., SN, USN.

• You can apply for Enlisted Basic Submarine School any time after you report aboard. Those men who go aboard ship directly from recruit training must serve aboard one year before they can be ordered to Sub School, but that doesn't affect you.



Incidentally, before you start anything, you might go to the ship's office and ask to see Chapter 10 of the "Enlisted Transfer Manual" (NavPers 15909A) which will show you all the eligibility requirements for Submarine School and exactly what you should do to apply. The yeoman will also help you get your request started in the right channel. — Ed.

### Credit for Passing Previous Exam

SIR: Having passed the Chief's exam the last two years — and possibly again this year — without being advanced, I feel that a candidate should be given credit if he succeeds in passing.

In conjunction with this, I would like to propose that a passing factor be established in the final multiple, whereby each candidate would receive, say, five points each year he passes the exam, with perhaps a maximum of 20 points.

With this factor in effect, a person having passed the exam for two or three years in succession would be in an excellent position to be advanced. — K.W.M., CT1, USN.

• The Bureau has taken proposals similar to yours under consideration before. Here are some of the reasons they were not adopted.

Although it would distinguish between those who pass and those who fail the exam, the credit you recommend is, in reality, a seniority item.

At the present time, a man is advanced one point for service and two points for time in rate — a total of three points. The Bureau feels that adding another point for every examination passed would be inflating the seniority factor.

If credit were given for examinations passed, it also stands to reason that credit should be deducted for examina-

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Pennsylvania* (BB 38) — A reunion will be held at Brown Palace, Denver, Colo., on 11 September. Those interested may write to Ralph J. Hopkins, Box 94, Canton, Mo.

• *uss Solace* (AH 5) — A 20th anniversary reunion is scheduled for 26 August at the Hotel Taft, New Haven, Conn. For details, write to William Dornfeld, 1366 Dixwell Ave., Hamden, Conn.

• *uss LST 288* — A reunion is planned for those who served on board during World War II. For additional information, write to Herbert C. Meyer, Sr., 2414 Shelburn Rd., R2 Millville, N. J.

• *Virginia Waves* — A reunion is being planned for Richmond, Va., in October. For details, write to Miss Jeanne W. Clinton, 2914 Parkwood Ave., Richmond, Va.

tions failed. It is not uncommon for a man to pass the examination one year and fail the next.

The administrative procedure necessary to implement your proposal would be considerable and, if both a debit and credit system were employed, the deductions would largely cancel the additions for most personnel, with an expenditure of much effort to achieve results affecting comparatively few.

The purpose of the Naval Advancement System is to advance those per-

sonnel best qualified at the time to fill available quotas.

The present final multiple system is considered to be finely balanced, equitable and impartially administered. — Ed.

### Practical Factors

SIR: During a recent inspection at the Reserve Training Center where I am stationed, this question arose.

According to the inspecting officer, the CB School at Davisville, R. I., has, in effect, issued instructions that before a man can be recommended to compete for advancement in a General Rating at the PO1 or CPO level he must check out the Practical Factors of the Service Ratings (of equal and lower pay grades) associated with the general one.

He based his assertion on instructions contained in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068). Section Eight, Paragraph One, Page Three of that publication states: "Qualifications for advancement to a next higher rate include the qualifications of the lower rate or rates in addition to those stated for the next higher rate."

I feel that the inspecting officer misinterpreted this instruction. I contend it is not necessary for a man to individually check out the practical factors for the lower or equal Service Ratings, but only those listed for his next higher General Rating. — H. G. P., SOCS, USN.

• You are wrong in your contention. The statement you refer to in the "Quals Manual" was correctly interpreted . . . COs may, and have every right to, require an aspirant for advancement in rating to demonstrate proficiency in any or all of the practical factors of any lower rating. — Ed.

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# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



NEW HOME—USS Yellowstone (AD 27) renders service to USS Allen M. Sumner (DD 692), USS Hunt (DD 674) and USS Sarsfield (DDE 837) at Mayport.

## Whirlybird Simulator

A flight simulator which duplicates the full performance range of the all-weather HSS-2 helicopter is now in use in the Navy. It is the first flight trainer to be delivered before the aircraft itself goes in service.

The HSS-2 is scheduled to become operational this year. It is equipped with the AN/AQS-10 sonar and designed as an advanced system for antisubmarine flight conditions. It is capable of carrying out such ASW tasks as detection, tracking and destruction of enemy submarines as well as sea-rescue services and visual reconnaissance.

The simulator will be used to train crews for all phases of tactical missions, including communication and ASW search procedures, target tracking detection and classification and the delivery of weapons.

The student in the trainer can

work out problems involving as many as five underwater targets. The speed, rate of turn, heading, location and depth of these targets can be suitably controlled.

Oceanographic conditions such as sea state noise, bottom effects and detection range can be programed by the instructor. The aural and visual displays from the sonar transducer, which is lowered into the ocean, are also simulated.

The trainer is housed in two mobile air-conditioned trailers. One is a 40-foot personnel trailer housing the trainee's compartment and the station of the two instructors. The other is a 32-foot equipment trailer containing power supply, computer equipment and facilities for trainer repair and maintenance. Easy-access, pull-out compartments make it possible for a component to be repaired without stopping a flight.

## Battling the Bends

The decompression time for Navy divers may be cut in some cases by several hours if the findings of a Swiss diver prove adaptable to Navy-wide use.

At the Experimental Diving Unit in Washington, D.C., Hannes Keller, a former mathematics instructor from Winterthur, Switzerland, has made a demonstration dive to a simulated depth of 700 feet, performed a heavy physical labor test and surfaced in about two and one-half hours. He used the formulas and techniques he had developed.

Such dives normally require decompression periods several times longer. Just how long a decompression time is needed varies with the depth attained, time spent at depth, the amount of physical energy expended and the type of gas formula used. About five years ago a shorter dive to a lesser depth was made by the British Navy, and the diver required a decompression time of over nine hours. Although it established a record at that time, the diver still developed the bends.

The test dive at the Experimental Diving Unit in Washington, D.C., was not Mr. Keller's first deep dive while using his new method.

On April 25 in Toulon, France, he made a bounce-type dive, during which he descended to 1000 feet—almost twice as deep as the existing record—and resurfaced without remaining at that depth. The total time required for this dive was about 48 minutes.

A dive the next day was similar to the Washington demonstration. Keller descended to 700 feet and performed various physical tasks for about 10 minutes before resurfacing. Time for this dive was about two hours and 40 minutes.

During the test dive in Washington, Keller remained at the 700-foot depth for 10 minutes, during which time he lifted and lowered a 66-pound lead weight 10 times per minute over a height of two feet.

Keller has been given a bends susceptibility test which indicated that he has no unique physiological capability for resisting bends. During future tests other individuals are

## YESTERDAY'S NAVY



On 3 Aug 1861 Congress authorized the construction of one or more armored ships and floating batteries. On 9 Aug 1815 a treaty of peace was concluded with the Bashaw of Tripoli by Commodore Stephen Decatur. On 12 Aug 1898 U.S. naval vessels bombarded the Manzanillo batteries in Cuba. Their surrender came the next day. On 24 Aug 1814, the Secretary of the Navy ordered the burning of the Washington Navy Yard to prevent its falling into the hands of the enemy. On 29 Aug 1781 an Agent of Marine was appointed to equip U.S. warships.



expected to use Keller's method to see if it is adaptable for general Navy use.

If it is suitable for a wide variety of deep sea functions it will greatly aid underwater exploration and salvage operations. Divers would be permitted to work at depths which can now only be reached by such devices as the bathyscaph or diving bell. In addition, a lone diver could bypass underwater obstructions and get into spaces which are inaccessible to the larger undersea vehicles.

The basis for diver Keller's discovery is a mathematical formulation for the use of new breathing gas mixtures and new techniques in the use of these gases, along with a new series of decompression tables. Modifications in the proportions of gases used are made at various points in the diver's ascent.

No information is currently available as to the gases in the mixture, the method of their use, or the decompression tables used.

### Submariner's Hood

The young man stepped into the big tank of the Experimental Diving Unit at Washington, D. C., strapped on a rubber-impregnated nylon hood and charged its life jacket with compressed air. Immediately, air fed from the reservoir in his jacket inflated his hood and he was breathing normally.

A signal was given, and the tank was pressurized in 31 seconds to a pressure equal that of 450 feet below the ocean's surface. The man in the hooded life jacket closed his breathing snorkel and pulled himself under the water.

With an explosive hiss, the pres-

sure in the tank was reduced at a rate of 400 feet per minute—the same rate the man would experience in an actual ascent in the open sea. In 69 seconds, the complete ascent had been simulated and the man was safely at the surface.

The young man was LT Harris E. Steinke, usn, who was testing a submarine escape device he developed while he was an instructor at the U. S. Naval Submarine School, New London, Conn.

LT Steinke got the idea while teaching the buoyant ascent method of escape from submarines. This technique has a psychological drawback—an escaping submariner has to go counter to all instinct and force himself to exhale on his way up although he might be tortured by a feeling of air starvation. If he didn't exhale, his lungs would be ruptured by expanding air as sea pressure diminished.

LT Steinke didn't like seeing the men in distress only half-way up the 118-foot training tank when, ironically, there was plenty of air wastefully boiling out of their life jackets.

He went home, borrowed his wife's sewing machine and, using a plastic storm window, stitched his first hood. He tried it out at a depth of 100 feet with good results.

Deeper escapes were tried with the device, but the breakthrough came when LT Steinke realized he could make rapid ascents, breathing normally, without rupturing his lungs. The hood provides a big air bubble which automatically adjusts to outside pressure.

Some of the other advantages of the new hood are that it can be



CASTLE IN SPAIN — Navymen of U. S. Naval Station, Rota, enjoy visit to castle where Columbus asked Queen Isabella for ships.

used when the submarine rescue chambers carried by ASRs are not available. It can be used with very little training, and permits unconscious or injured men to reach the surface.

The hood was an official project of the New London Submarine School. The culminating tests were conducted at the Experimental Diving Unit in Washington, where a man's ability to reason at a depth of 450 feet while breathing air could be studied.

The experiments showed that an escaping submariner could think clearly for some three minutes after entering the escape hatch and that he had 75 seconds to reach the surface without getting the bends.



NEW HOODED lifejacket will help sub escapees. Rt: Designer, LT Steinke watches test of his escape device.



## Korean Turtle Ship

A turtle ship model has become a part of the collection of the Mariner's Museum at Newport News, Va. It is a gift of the Korean government to the American people.

Turtle ships, as any avid reader of Korean history knows, made up a fleet built during the reign of the Korean King Sonjo (1588-1609). The fleet was responsible for the defeat of the invasion armada of the Regent of Japan, who made repeated attacks on Korea between 1592 and 1598.

Admiral Yi Soon-Sin of Korea designed the ship, which was intended to repel any known method of attack at that time. The bottom plate or keel was copper sheathed. To this, seven-foot copper sides were added. The hull was then covered with a spike-studded iron plate in the shape of a turtle shell to make the craft impervious to shells, arrows, fire and boarders. To complete the similarity to a turtle, the builder added a stylized version of a turtle's head to the bow.

The ship had 24 compartments. Nineteen were used for berthing and the remaining five were store-rooms. The ship was propelled by 20 oars, and she carried 52 guns. There were also ports through which archers could shoot fire arrows into enemy ships.

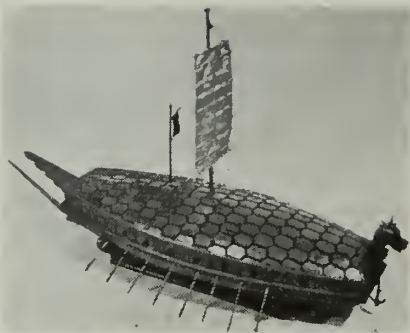
Seven naval battles took place between Korea and Japan within a period of six years. During this time the Korean navy sank 375 Japanese ships with its turtles and captured 50 more.

Dr. Lee Wook Chang, Korean Ambassador to the United States made the presentation of the handsome four-foot scale model to the Mariner's Museum. It was accepted by the Museum's Director, RADM George J. Dufek, USN (RET.), on behalf of the American people.

## World Record Whirlybird

Naval Aviation's Fiftieth Anniversary was highlighted by the Navy's twin-turbine HSS-2 setting a new world speed record for helicopters. The new record is 192.9 miles per hour flown over a three kilometer (1.86 miles) straight line course at Bradley Field in Windsor Locks, Conn.

The former record was held by the Soviet Mil-6, which flew at 166.5 miles per hour on 21 Nov 1959. The Russian record was set



**HARD TOP**—Four-foot scale model of an ancient 'Turtle Ship' is a Korean gift to American people.

over a 100 kilometer (62 mile) closed circuit.

The boat-hulled HSS-2 is scheduled to go into Fleet service as a submarine hunter-killer. HSS-2 successfully completed its carrier suitability trials and Board of Inspection and Survey initial trials at the Naval Air Test Center at Patuxent River, Md.

It can operate from land or ship-board and, in an emergency, can land on or take off from water. In addition to being the Navy's first night and instrument flight helicopter, it is the Navy's first helicopter which can detect, identify, track and destroy enemy submarines while achieving maximum designed range.

The 24-hour reduced visibility flight capability is made possible by automatic stabilization equipment, radar navigation devices and icing protection for the engines and windshield.

CDR Patrick R. Sullivan, USN, was the pilot of the record-breaking run. LT Beverly W. Witherspoon, USN, acted as co-pilot. Both officers are test pilots at NATC Pax River, Md.

## Tingey at El Salvador

The people of Acajutla, El Salvador, have had their first look at a U. S. Navy ship—and apparently they liked what they saw.

USS *Tingey* (DD 539), a San Diego-based Reserve training ship, called at Acajutla for what was to be a routine, three-day visit commemorating the completion of a new pier.

But, as *Tingey's* 185 officers and crewmen will happily testify, the visit turned out to be more than routine. The occasion took on a festive air with bands, fireworks, and dancing *senoritas*.

Curious sightseers came from outlying villages and the capital city,

San Salvador, to see the ship. Their enthusiasm was so great that some people were nearly crowded off the pier.

When the Navymen paraded from the ship to liberty buses which took them to San Salvador, the crowd responded with cheering and applause.

The following day, *Tingey's* baseball team (11ND destroyer champs) defeated the El Salvador Military Academy, nine to seven, in a game which was viewed by many fans over television.

For the next day of the visit, *Tingey* played host to 100 orphans, treating them to ice cream, cake and movies.

That evening a group of *Tingey* officers represented the ship at San Salvador's Coffee Queen Ball. (Coffee makes up 80 per cent of El Salvador's total exports.)

When dawn broke the next day, the pier was already jammed with visitors, many of whom had been waiting for hours to insure themselves a tour of the ship.

There was still a large crowd waving and shouting "adios" when *Tingey* departed for San Diego that evening.

## Barrier Atlantic Trophy

"Excellence of performance in operations on the North Atlantic distant early warning barrier" are the words that go with the trophy. The winner of this praise and the trophy was Airborne Early Warning Squadron 13 which operates from Argentia, Newfoundland.

AEWRON 13 has won the Outstanding Squadron trophy two consecutive times. That's not all. AEWRON 13's Crew Three was named winner of the Outstanding Crew trophy for the same period. This trophy, incidentally, has been a monopoly of the squadron.

Outstanding Squadron trophy winners are judged on operational readiness, barrier contacts, electronics countermeasures effectiveness, and safety and economy of operations.

To win the Outstanding Crew trophy, a crew must score the highest in a four-point competition which includes electronics countermeasures effectiveness, meeting scheduled commitments, contact evaluations and Barrier communications handling time.

At the present time, more than 30 crews compete for the award.



## Hypodermic Jets Win Battle

A group of five Navymen armed with two hypodermic jet injection guns and some 200 pounds of gear and yellow fever vaccine has fought a battle in Ethiopia against an invisible enemy.

Captain Sidney A. Britten, MC, USN, of Preventive Medicine Unit No. 7 in Naples, Italy, who led the team, said that he and his group inoculated some 200,000 Ethiopians during the campaign.

The Navy team was provided in response to a request from the Imperial Ethiopian government through the State Department for assistance in controlling an epidemic of yellow fever in the southwestern part of the country.

The sharpshooters of the group, who were from the Naval Air Station Dispensary at Norfolk, Va., included Edwin C. Greene, HMI; Roy S. Flournoy, HM2; and Herbert W. Richards, HN.

The men left NAS Norfolk aboard a MATS plane, and headed for Ethiopia while an epidemic of yellow fever was raging through the country. CAPT. Britten and CDR. L. W. Teller, USN, an entomologist from Preventive Medicine Unit No. 7, joined the three corpsmen at Naples, and were with them when they landed in Ethiopia.

During some six weeks in that country, the Navy mercy team worked under field conditions. Two portable field generators were used to furnish power for their injection guns.

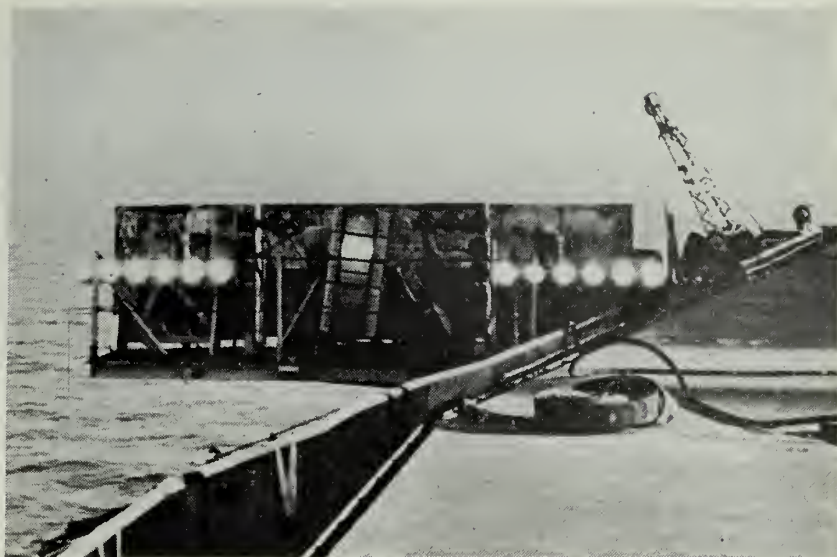
## New Coastal Minesweeper

The first of two new coastal minesweepers has been placed in commission as USS *Albatross* (MSC 289) at Bremerton, Wash., and has joined the Pacific Mine Force at Long Beach.

*Albatross* is the first MSC minesweeper to have incorporated into its design such improvements as the wheelhouse and open bridge concept, AC ship-service power, enclosed operating stations in the machinery spaces, hydraulic operated deck machinery, a gas turbine-driven minesweeping generator and a new main engine design.

This type of ship is constructed throughout of materials with the lowest possible magnetic attraction.

The second in the *Albatross* series, *Gannet* (MSC 290), was scheduled for commissioning last month.



**LIGHTS AT SEA**—Aircraft carrier's fresnel lens system has built-in light source, may replace present mirror landing guidance system.

## New Lens Landing System

No one piece of equipment in the Navy today is assured a position on the first team year after year after year. Almost every day a rookie attempts to take over for a first stringer.

The regular now being threatened is the mirror landing guidance system on carriers. Only a few years ago the mirror landing system was the rookie. It worked just fine, too. It reduced the number of carrier accidents about one-third and saved millions of dollars for the Navy.

Progress rather than old age may unseat the present mirror system. New guidance gear called the fresnel system is currently being tested aboard ship. It differs from the mirrors primarily in that the new system uses a built-in light source; the mirrors used a separate light source.

A prototype of the new gear has been tested aboard the attack carrier USS *Ranger* (CVA 61). After suc-

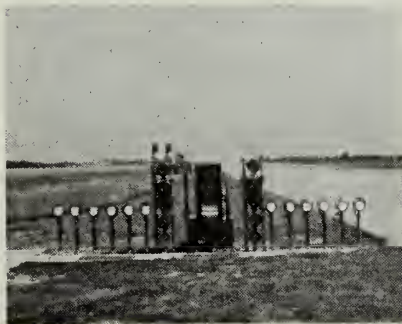
cessful tests and some modifications, the fresnel system is now being installed aboard 17 Navy aircraft carriers. The first to get it was USS *Roosevelt* (CVA 42).

According to the *FDR's* newspaper, *Presidential*, which is edited by Kenneth A. Martin, SA, USN, the fresnel system has other advantages over the mirror system. During a storm, water would gather on the mirror surface and distort the reflection or meatball as it is commonly called by aviators. Also, when a pilot was landing with the sun to his back, the sun's reflection made landing hazardous. Both these shortcomings have been corrected in the new system by using a built-in light source.

One other advantage the new system offers is its location. It is installed closer amidships and on the port side, which puts it more directly in line with the pilot's glide path. It can easily be seen over the instrument panel. The new system is also out of the way of taxiing aircraft and spotters and other activity on the flight deck.

To keep the new apparatus steady when the ship rolls and pitches in heavy seas is one of the problems that still remain with the fresnel system. On the *FDR* the unit is electronically tied to the ship's gyros. Other methods, however, are being tested.

Navy officials who have seen the new guidance system operate, speculate that it will soon be used as regular equipment aboard Navy aircraft carriers.



**PATTERN** of fresnel system's bank of powerful electric lights is shown in installation at Patuxent, Md.

## Meet Your New CNO

The Chief of Naval Operations for about 15,000 of you Navymen has always been Admiral Arleigh A. Burke, USN. He was CNO when you entered boot camp and he has remained in that job ever since.

You now have a new boss, however. Admiral Burke retired on 1 August and Admiral George W. Anderson, USN, became the new CNO. Admiral Anderson held the rank of vice admiral and was Commander U.S. Sixth Fleet when he was named as the new Chief of Naval Operations. President Kennedy nominated him over 10 senior admirals.

Admiral Burke has no immediate plans for the future, except to learn how to fish. He and his family will remain in Washington for the present.

The new CNO is an aviator and a graduate of the U.S. Naval Academy, class of 1927. He took his flight training at the U.S. Naval Air Station, Pensacola, Fla., in 1930.

He served aboard several ships during his early years in the Navy and in 1940 reported to Washington, D.C. for duty in the old Bureau of Aeronautics Plans Division. During this assignment, Admiral Anderson helped plan the American aircraft program for World War II.

During the war Admiral Anderson served in *uss Yorktown* (CVS



ADM George W. Anderson, Jr., USN

10) and later as Plans Officer on the Staff of Commander Aircraft, U.S. Pacific Fleet. From March 1944 to April 1945, he was assistant to the Deputy Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Areas.

He then returned to Washington to become Aviation Officer in the Strategic Plans Section on the Staff, Commander in Chief, U.S. Fleet.

In July 1948 Admiral Anderson took command of the aircraft carrier *uss Mindoro* (CVE 120) and following this, he attended the National War College in Washington.

Several sea duty billets followed: He was Fleet Operations Officer on

the staff of Commander Sixth Fleet; Senior U.S. officer in Plans and Operations on the staff of the Supreme Allied Commander in Europe (SHAPE); and then commanding officer of *uss Franklin D. Roosevelt* (CVA 42).

The Admiral returned to D.C. for a couple of years and then went back to sea duty. He took command of the Formosa Patrol Force; then served as Chief of Staff, Joint Staff, Commander in Chief, Pacific; was promoted to Vice Admiral and assigned as Chief of Staff, Commander in Chief, Pacific; and then, in August 1957, he took command of the U.S. Sixth Fleet in the Mediterranean. Admiral Anderson was in that billet when he was nominated as Chief of Naval Operations.

Admiral Anderson wears the Legion of Merit, the Bronze Star Medal, the Commendation Ribbon (Navy), the Commendation Ribbon (Army), the Presidential Unit Citation Ribbon, American Defense Service Medal, the American Campaign Medal; the World War II Victory Medal, and the National Defense Service Medal. He was also awarded the Order of the British Empire, rank of Honorary Officer.

Admiral Anderson is married and has two sons, a daughter and a stepdaughter. One son, George W., III, is a 1957 graduate of the U.S. Naval Academy.

## Long Beach Gets NTDS

The nuclear-powered cruiser *uss Long Beach* CG (N)9, will have its Navy Tactical Data System (NTDS) installed at the Philadelphia Naval shipyard. Design work for the new system is now underway, and installation is tentatively scheduled to commence in 1962.

NTDS is a new tool of command which facilitates quick solution of complicated tactical problems inherent in the use of modern weapons systems. It achieves a high degree of automation in speedy data collection, processing, exchange and evaluation by using computers and digital data processing techniques.

*Long Beach* is also scheduled to receive a newly developed and extremely powerful target tracking radar system and additional guided missile equipment.

Present plans call for *Long Beach's* commissioning in September 1961. Following nuclear power plant evaluation, the ship will engage in extended operations at sea.

## One Thousand Four Hundred Years of Experience

The Pensacola, Fla., Naval Air Station has swelled the experience level of the Navy's junior officers. At a recent commissioning ceremony at Pre-Flight School at Pensacola, 64 chief petty officers were commissioned as Limited Duty Officers with the rank of lieutenant junior grade. Each of them had over 18 and one-half years' experience. Altogether that made 1400 years.

If it had not been for the relatively new CPO-to-LTJG program, many of these chiefs would have transferred to the Fleet Reserve, and their experience would have been lost to the Navy. As one new LTJG said, "You don't make a career of the Navy for the money. There are other considerations."

The program benefits both the Navy and the former CPOs. The Navy can use the experience at the junior officer level, and the

individuals concerned are given a new rank, new privileges, more responsibilities, a higher salary, and when they have completed 30 years' service, more retirement pay.

After these men were appointed as LTJGs, they took an eight-week training course at Pensacola which included Naval Orientation, Study Skills, Foundations of National Powers, Aerodynamics, Engineering and Physical Fitness.

The physical fitness course was about as tough as the course given Naval and Marine Aviation Cadets and other Aviation Officer Candidates. Many of the CPOs' whose average age was about 41, commented that they had used muscles they didn't know they had left.

After the eight-week course, the new Jaygees moved on to their first duty assignments as officers of aircraft carriers, attack and patrol squadrons or naval air stations.



## Navy Band Leader to Retire

CDR Charles Brendler, USN, who has been leader of the U. S. Navy Band since 1942, will retire from the Navy in March 1962 after 48 years' continuous active duty. He will be relieved by LT Anthony Mitchell, USN, a former enlisted musician.

CDR Brendler has the longest period of continuous active duty of any officer currently on the active list of the Navy, with the exception of Fleet Admiral Chester W. Nimitz. He enlisted in the Navy in 1913 as a landsman, then served as an enlisted musician and solo clarinetist with the Navy Band. He was serving as assistant leader of the Band when appointed leader.

In 1959 a special action of the Secretary of the Navy kept him on active duty for two years beyond the normal retirement age of 62. He will be 64 when he retires. CDR Brendler has served with the Navy Band since it was established by an act of Congress in 1925.

LT Mitchell, 43, who has been assistant leader of the Navy Band, was appointed a warrant officer bandmaster in 1956, and last year was appointed a lieutenant.

## Hydra II Rocket

Three-quarters of the earth's surface could be a potential launching pad for large rocket vehicles based on the idea behind the Navy's *Hydra II*.

The *Hydra* concept involves floating the rocket vehicle vertically on the surface of the ocean, like a spar buoy, prior to launch. Launch pads, as such, and gantrys, are not needed. The vehicle lifts off directly from an upright floating position in the water.

Lieutenant Commander John E. Draim, USN, head of the Naval Missile Center's Research Division and developer of the *Hydra* idea, says: "Our tests have proven that an object of nearly any weight could be sea-launched a distance limited only by the power of its propellant. We are now ready to move to the useful application stage."

This conclusion was announced by the Pacific Missile Range at Point Mugu, Calif., following a series of successful handling tests and controlled launchings of *Hydra II*, a 40-foot, 10-ton boiler plate mockup designed to prove the *Hydra* launch theory.

These handling and flotation tests

were conducted near Santa Cruz Island. USS *Alamo* (LSD 33) participated in the tests which demonstrated that a firing system can withstand a marine environment and that water-launched rocket vehicles can be stabilized in the open sea.

The first feasibility tests of the *Hydra* concept were conducted in March 1960. (In case you have wondered, project *Hydra* is named for the nine-headed sea monster of Greek mythology. When a head was cut off, two replaced it.)

## Outstanding Seabee Battalion

A Midway-based group of Seabees has been presented the Peltier Award as the Navy's outstanding Seabee Battalion for fiscal 1961. The award, in the form of a bronze plaque, went to Mobile Construction Battalion Nine (MCB 9) in a ceremony at Washington, D. C.

MCB-9, representing the Pacific Fleet, competed against the Atlantic Fleet's top entry, MCB-4, in the final selection.

The award-winning battalion is led by CDR F. W. Arnold, CEC, USNR. It is composed of 17 officers and 440 men. Though homeported at Port Hueneme, Calif., it is currently deployed on Midway Island where it is carrying out major rehabilitation work on local military facilities.

The Peltier Award is named for RADM E. J. Peltier, CEC, USN, Chief of the Bureau of Yards & Docks and Chief of Civil Engineers.

It is presented by the Society of American Military Engineers with the cooperation of the Navy. A new award, this is the first year it has been presented.

## New DDGs to Join Fleet

Three new guided missile destroyers were placed in commission this summer, boosting to six the number of DDGs operating with the Fleet or on shakedown cruises.

Another 17 are under construction.

Commissioned in June were USS *Lynde McCormick* (DDG 8), *Towers* (DDG 9), and *Sampson* (DDG 10). All three are being tested and evaluated before assignment to Fleet units.

As compared with older destroyers the new DDGs have a greater overall length, broader beam, and heavier displacement. (For example, the popular *Gearing* (DD 710) Class destroyers which appeared in 1945 displace 3520 tons and measure 390 feet in length. The new DDGs displace 4500 tons, and measure 438 feet. Their hull design, however, is an evolution of the 1955 *Forrest Sherman* (DD 931) class, and, like *Forrest Sherman*, they are equipped with aluminum superstructures.

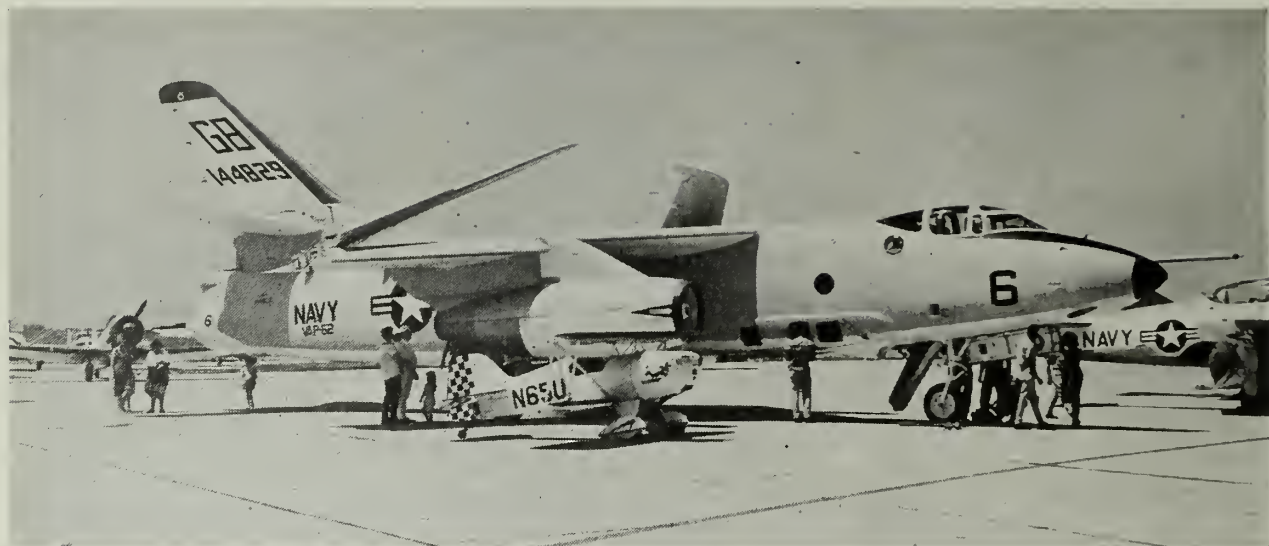
For firepower the new DDGs are equipped with *Tartar* surface-to-air missiles, 5-inch guns, and the latest in long range antisubmarine warfare weapons.

They have a complement of 24 officers and 330 bluejackets.



DRY DOCKED LADY—USS *Hancock* (CVA 19) rests in dry dock at Puget Sound NavShipYd. Work includes new planking for her flight deck.





**TINY FRIEND**—Homemade plane next to A3D was among 400 civilian planes at Mayport, Fla. open house.

## Ugly Duckling Good Feeder

Maybe she wasn't a plush luxury liner with long graceful lines, and perhaps those who handed out the food were not all dressed up in fancy livery, but *YFNB 2* and her crew looked better than either to ships of the U. S. Seventh Fleet at Buckner Bay, Okinawa.

*YFNB 2* is an ungainly looking large covered lighter with a superstructure that resembles a square, one-story, flat-roofed house. She was popular with the boys of the Seventh Fleet because of her load of general supply items, which included almost everything from soup to soda pop, and from electronic spare parts to housekeeping items such as soap, buckets and swabs.

She was towed to Buckner Bay when a greater than normal number of Seventh Fleet ships were using the Fleet anchorage there.

Within two hours after the barge arrived, *YFNB 2* personnel had received, processed and issued material on all requisitions from an LST, and filled an emergency requisition for a capacitor from a submarine, which was then able to leave the area a few hours later.

Within 30 hours after ships of an amphibious task group arrived at the anchorage, *YFNB 2* issued material for more than 2300 requisitions. During an 11-hour period, on another day, more than 1400 requisitions were filled. This set a new one-day performance record for Mobile Support Unit Three, of which *YFNB 2* is a part. During that same record day, the deck and engineering force of the ship off-loaded over

120 tons of provisions into a ship alongside.

The two cooks of *YFNB 2* did their part by feeding the working groups from customer ships in the lighter's newly constructed galley and mess hall. This also saved many valuable man-hours.

The complement of the *YFNB* during the stay in Buckner Bay included the Officer In Charge of Mobile Support Unit Three, LT G. Lanham, USN, his supply officer LT Armand Weiss, USN, and 37 enlisted men.

*YFNB 2* is a component of Mobile Support Unit Three of the Pacific Fleet Service Force. This unit includes two YOs—small fuel oil barges (self-propelled); a YW—water barge (self-propelled); two YTBs—large harbor tugs; and three *YFNB*s.

The barge complex is normally based at Sasebo, Japan, where it provides oil, water and general supplies to visiting Seventh Fleet ships. However, the various units are sometimes deployed to other areas where ships of the Seventh Fleet may be located.

This flexibility allows the Service Force to use the ships of the Underway Replenishment Group—the large fleet oilers and stores ships—for replenishment operations at sea, while in-port replenishment is provided by the barge complex at an available anchorage. Thus, the Seventh Fleet can remain at sea for prolonged periods and be available for operations in any part of the Western Pacific where its presence may be required.

In addition to *YFNB 2*, two other ships, *YO 115* (under the command

of Chief Boatswain's Mate Maurice Fennell) and *YW 101* (under the command of Harry G. McAdams, BM1) were also towed to Buckner Bay for this period. They supplied fuel oil and water to the ships anchored there. This gave the smaller ships an extra ration of water, and freed the ocean-going oilers for underway replenishment.

Although not as sleek as a cruiser, spectacular as a carrier or exciting as a destroyer, the ugly duckling *YFNB 2* was a welcome sight to ships which arrived in Buckner Bay in need of food, spare parts, cigarettes, canned cola or what have you. The most beautiful liner in the world couldn't have looked better.

## DUNC Digs Deep for Radium

Navy men have become accustomed to working with ultra-sensitive instruments, but the U. S. Naval Ordnance Laboratory at Silver Spring, Md., has developed a device which should be a candidate for some kind of an award.

It is called *DUNC* for Deep Underwater Nuclear Counting. The device is capable of detecting one atom of radium in one billion billion molecules of water.

The instrument was designed to collect detailed data on the presence and intensity of undersea radiation sources. When it is lowered into the sea, the detector produces electrical signals as a result of being struck by cosmic and gamma rays from the ocean's naturally occurring radioactive elements. These signals are transmitted back to an analyzer by way of a cable supporting the probe.





**LIKE WOW**—Beauties at Jacksonville NAS are contestants for Miss 50th Anniversary of Naval Aviation.

Analyses of the electrical signals reveal the number and energies of the rays striking the detector, thus producing a record of the underwater radiation spectrum. In this way, data can be rendered instantaneously eliminating the necessity of taking samples ashore for laboratory analysis.

DUNC began its work by confirming what scientists thought they knew all along — that the major contribution to all underwater radiation is made by potassium-40.

This is most prominent in the ocean because of the concentration of soluble potassium salts. However, extreme discrimination was necessary to detect sources of lesser energy.

Compounds of radium and thorium which are only slightly soluble, are important sources of radiation but have been difficult to measure in the past because, by reason of their comparative insolubility, they settle in the bottom of the open ocean. DUNC's more sensitive measurement has made it possible to investigate the minute concentrations of these compounds which remain in the water.

A detailed knowledge of the sea's radiation background, which is known to be of an extremely low level, is necessary to evaluate any underwater program in which radiation detection is required.

### Lofty LOFTI

It may be possible in a few years for submerged submarines to send and receive messages via communi-

cation satellites. The Navy's LOFTI satellite, developed by the U. S. Naval Research Laboratory under a Bureau of Ships program, contributed to realization of this goal as it orbited the earth during its 35-day life.

Although the LOFTI (Low Frequency Transionospheric) satellite burned up in the atmosphere after a short period, it did furnish much data on the degree of very low frequency (VLF) penetration into and through the ionosphere.

From the data telemetered back to earth from the satellite, Naval Research Laboratory scientists confirmed their belief that the ionosphere is not nearly as opaque at these frequencies as had been generally assumed.

LOFTI demonstrated that while the ionosphere reflects most VLF radio waves back to earth, it also permits a very substantial penetration by VLF waves to outer space.

The Naval Research Laboratory believes it is possible to consider use of VLF radio waves which originate from ground stations as navigational aids to manned or unmanned space vehicles.

Some of the data obtained came as an unexpected bonus to NRL scientists. The LOFTI sphere was launched pick-a-back with the *Transit III-B* navigation satellite on 21 February. Had the launching vehicle functioned properly, the TRANSIT and LOFTI payloads would have separated from the second stage and orbited the earth as two separate satellites. Separation did

not occur due to the rocket malfunction and the assembly assumed an unintended elongated orbit.

However, this type of orbit — it varied in altitude between about 100 miles and 600 miles — enabled the Navy LOFTI satellite to give a better picture of the effects of the ionosphere on low frequency radio waves than would have been possible from the intended orbit.

As the data from this five-week-long experiment is processed, it will show how VLF signals are affected by different altitudes and how they can be used to further develop communications in space.

At the time of reentry, LOFTI had completed over 500 revolutions around the earth.

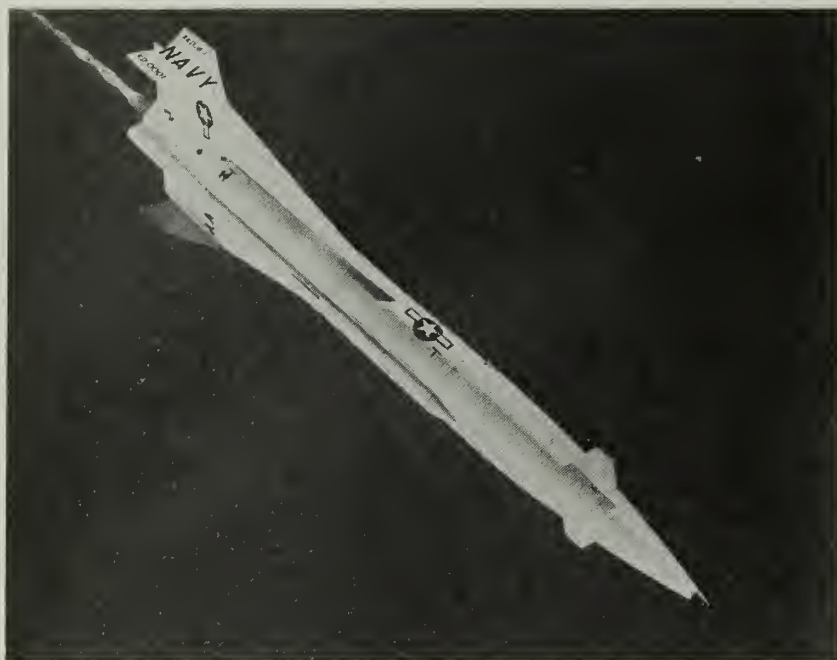
### All Attack Carrier

Navy strategists are apparently thinking of new ways to increase the effectiveness of the aircraft carrier.

*USS Coral Sea* (CVA 43), returning to her home port of Alameda, Calif., this spring after an eight-month cruise in the Far East, reports that she operated as an "all attack" carrier during an exercise in the northern sector of the Seventh Fleet.

All the planes launched from the carrier's flight deck were attack bombers, while air defense fighters operated from a nearby shore base. (*Coral Sea* normally carries fighter aircraft, but they had been put ashore and replaced with Marine attack squadrons.)

This, says *Coral Sea*, is the first time a carrier has been used in such a manner with the Seventh Fleet.



**WHITE STREAK**—Navy's XKD 2B-1 target aircraft is designed for air-to-air and surface-to-air use. Guidance system is self-contained.

### Changes in MSTS Fleet

The last commissioned ship operated by the Atlantic Area, Military Sea Transportation Service, has been placed out of commission. *uss Geo. M. Randall* (T-AP 115) — which operated with an all-Navy crew — has been replaced by *usns Gordon* (T-AP 117). Though a transport like *Randall*, *Gordon* is an in-service ship and is manned by a Civil Service crew.

With the decommissioning of *Randall*, there now remain three commissioned transports in MSTS. These are *uss General W. A. Mann* (T-AP 112), *General William Mitchell* (T-AP 114) and *General J. C. Breckinridge* (T-AP 176). All operate in the Pacific area.

One of a class of P-2 transports operated by MSTS, the 20,150 ton, 622-foot *Randall* was commissioned 15 Apr 1944 at Bayonne, N. J. She carried a crew of 30 officers and 375 men. Her wartime troop-carrying capacity was upwards of 5000 men.

In October 1949 *Randall* was assigned to the newly-formed MSTS for runs between the West Coast and the Far East. After covering 114,000 miles in runs to various ports throughout the Pacific from 1953 to 1954, she began a regular schedule between Seattle, Wash.; Yokohama, Japan, and Pusan, Korea.

*Randall* returned to the Atlantic area in January 1955. She then be-

gan her scheduled runs between New York, N. Y.; Bremerhaven, Germany and various Mediterranean and Caribbean ports.

### Dahlgren Joins LantFlt

The Atlantic Fleet's guided missile frigates, *uss Farragut* (DLG 6), *uss Luce* (DLG 7) and *uss Dewey* (DLG 14), may have some company before long.

*uss Dahlgren* (DLG 12) has been placed in commission at Philadelphia, and, after a shakedown cruise, will be put on the Fleet's active roster.

The new DLG is one of ten *Coontz* class frigates, the first ships to be designed and built from the keel up as guided missile ships. She measures 513 feet in length, has a 52 foot beam and a draft of 18 feet, and a full load displacement of 5650 tons.

For offense against submarines she sports the latest sonar devices, and is equipped with *Asroc* anti-submarine rocket for long range attacks.

The latest in homing torpedoes, which can be fired from triple tubes, are on hand for close-in sub attacks.

*Dahlgren's* conventional armament consists of a single 5-inch, 54-cal. rapid-fire gun mount, and two semi-automatic 3-inch, 50-cal. rapid-fire twin mounts with modern control systems.

But her big punch is the advanced *Terrier* ship-to-air missiles she car-

ries to seek out and intercept enemy aircraft at long ranges and high altitudes.

The advanced *Terrier* is said to double the performance of the original *Terrier*, which has been operational with the Fleet since early in 1956.

Four aircraft carriers, four guided missile cruisers, and twenty-four guided missile frigates will eventually be equipped with this advanced version. It will also replace the original version in present shipboard magazines and depots.

*Dahlgren* is the third Navy ship named in honor of the late RADM John A. Dahlgren, a Navy leader of the mid 1800s who became known as the "Father of Naval Ordnance."

A scientist and inventor as well as a seagoing officer, Admiral Dahlgren contributed the first big guns and real sights, introduced the rifling of cannon and construction of ironclads, and took the initial step toward the all-big-gun armored warships.

He also organized the Naval Gun Factory, and, before his death in 1870, became known both in our country and in Europe as the foremost authority on naval ordnance.

The first ship named *Dahlgren*, a torpedo boat destroyer, was commissioned in 1900. She was manned by three officers and 26 enlisted men.

In 1920, the year the first *Dahlgren* was scrapped, another vessel took on the name, this time a four-funneled, 314-foot destroyer (DD 187). She served as a World War II sub hunter before being scrapped in 1946.

### New Combat Store Ship

A new type combat store ship (AFS) is to be constructed in San Diego. The new ship will be 581 feet long, 79 feet wide and will displace 16,100 tons fully loaded.

It will have a completely new replenishment-at-sea system. The conventional kingposts and booms will be replaced by large M-shaped frames placed athwartships. They will be equipped with automatic tensioning devices which maintain taut transfer lines between ships replenishing in spite of rolling and yawing.

The ship will carry helicopters to fulfill immediate needs for supplies, other than fuel, for ships in a task force spread over a wide area.



# SERVICESCOPE

Brief news items about other branches of the armed services.

THE U. S. AIR FORCE has moved a prefabricated nuclear power plant halfway across the United States and to the top of a mountain in Wyoming. The plant was in 16 separate packages, none of which weighed more than 15 tons.

The trip started in Baltimore, Md., where the plant was designed by a civilian contractor. From there the packages were flown individually to Ellsworth AFB, Rapid City, S. D., and then taken by truck to the Air Defense Command radar site atop Warren Peak, seven miles from Sundance, Wyoming.

When operational in 1962, the reactor, designated PM-1, will provide 1000 kilowatts of electrical power and an estimated 7,000,000 BTU's per hour for the 731st Radar Squadron of the Air Defense Command's 29th Air Division, SAGE. The plant will also provide engineering and operating data for designing improved nuclear power plants which can be used at other Air Force installations.

PM-1 is designed so that factory-assembled parts can be flown to an area and put together there. In this way nuclear power can be made available anywhere in the world that Air Force units require it. This type of reactor can also be disassembled and relocated.

The Atomic Energy Commission will install and test operate the plant for six months before transferring it to the Air Defense Command for operation. The operating crew for the PM-1 will include 17 airmen and an Air Force officer.

All crew members have been given extensive nuclear power plant training and experience, and are certified nuclear plant operators. Also at Warren Peak are two qualified servicemen each from the Army and the Navy. Altogether, the crew has accumulated a total of over 80 years of reactor operating experience.

★ ★ ★

AN ARMY ROCKET BELT, now in the experimental stage, promises to cause plenty of amazed stares.

The main portion of the belt is formed of two rocket chambers mounted vertically side by side. Control gadgets and such are also part of the belt. The whole works is strapped to the wearer's back so that the



LET HER ROLL — Army's 'rolling liquid transporters' carry five hundred gallons in each big 'tire'.



MAZE OF WIRES — TV-like tubes connect to optical telescopes in USAF device for tracking missiles.

rocket nozzles extend downward past his hips. It weighs almost 100 pounds and is powered by hydrogen peroxide.

More than 30 flights have been made with it. In a demonstration at the Army's Transportation Training Command, Fort Eustis, Va., the rocket carried the rocket man over a large truck to an altitude of 15 feet and then to a landing 150 feet away. Other flights have been made up to a distance of 360 feet and a height of 30 feet.

As yet the rocket hasn't been flown at top speed.

★ ★ ★

A SPECIAL DEVICE is undergoing tests at the Atomic Energy Commission's test site at Jackass Flats, Nev. It is the Tory II A-1, the first reactor in the joint USAF-AEC nuclear ramjet feasibility program. The big reactor, if successful, may be further developed by the Air Force for propelling a low altitude, extended-range, Mach-three guided missile.

The reactor now being tested is much larger than a flight test reactor of the same type would be. Since the tests are being run on the ground — with attendant safety precautions against radiation hazards — the reactor is equipped with an extensive water-cooling piping system, shielding, and special controls. Such features would not be needed in a flight-test version.

The reactor is mounted on a remote-controlled train which transports it two miles from the site's control buildings where the reactor tests are conducted. When the reactor tests are over, it will be brought to a heavily-shielded building and disassembled by robot-like metal hands for inspection.

Air to operate the Tory II A-1 is provided by a series of 570-foot, pipe-like storage tanks pressurized at 3600 pounds per square inch. Test runs are limited to 90 seconds by the tanks' capacity.



# THE WORD

## Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **BUPERS MANUAL CHANGE**—The latest change to the *Bureau of Naval Personnel Manual*, 1959, contains new information that can affect you from the day you make your first muster in the Navy on through the rest of your life.

Here's a quick look at these changes. If you're interested in any one of them, take a look at the *BuPers Manual*, but make sure that Change Five has been incorporated. The following articles have been revised:

A-4404(8) — Eligibility for membership in chief petty officers' mess is clarified.

B-2103(4) — Instructions for entering grades of enlisted personnel on Armed Forces Identification Cards are revised.

B-2106 — Instructions for preparation and issuance of Geneva Conventions Identification Cards are revised.

B-2312 — Contains revised instructions for preparing and reviewing Record of Emergency Data (DD 93-1).

C-5314 — Instructions for transmission of "Notification of Address Changes En Route" are changed.

C-5404 — Updates instructions for transmittal of records upon transfer of personnel for hospitalization.

C-5409, C-7808 — Revises instructions for reassignment of enlisted personnel upon completion of disciplinary action.

C-6209 — Regulations concerning liberty are clarified.

C-6210 — Issues revised regulations for use of Liberty Pass.

C-7302 — Requirements for designation of officers as Naval Aviation Observers are revised.

C-7402 — Lists new qualifications for airship duty.

C-7821(10) — Deletes obsolete marks requirements for Good Conduct Medal.

C-7905 — Contains new shore patrol allowances which became effective on 1 July.

C-9802(1) — Regulations concerning burial in national cemeteries are revised. This article also contains information regarding the procurement of headstones and memorial markers.

C-10302 — Clarifies standards for honorable and general discharges.

C-10310, C-10311 and C-10312—Revises and clarifies instructions which govern the discharge of enlisted personnel by reason of unsuitability, unfitness and misconduct.

C-10313 — Instructions for preparation of documents required in cases of enlisted members under consideration for discharge by reason of unsuitability, unfitness and misconduct are revised.

C-10313A — Field board procedures are clarified.

C-10314 — Gives new instructions for disposition of enlisted personnel who are sentenced to punitive discharge.

C-10315 — Revises instructions which pertain to the issuance of civilian clothing to discharges.

H-2210(7)(b) — Responsibility of Commandants and CNARESTRA for

verifying corrected Quarterly Naval Reserve Drill Reports is clarified.

H-3404(1) — Maximum age for enlisted members of Naval Reserve in an active status is revised.

H-3601(6)(a) — Contains new eligibility requirements for assignment of officers in an associate pay status.

H-3602, H-4202 and H-4203—Certain restrictions concerning issuance of orders to active duty for training are removed.

H-31404 — Revises regulations which concern military leave.

### • **NEW INSTRUCTION FOR TELEMEN**

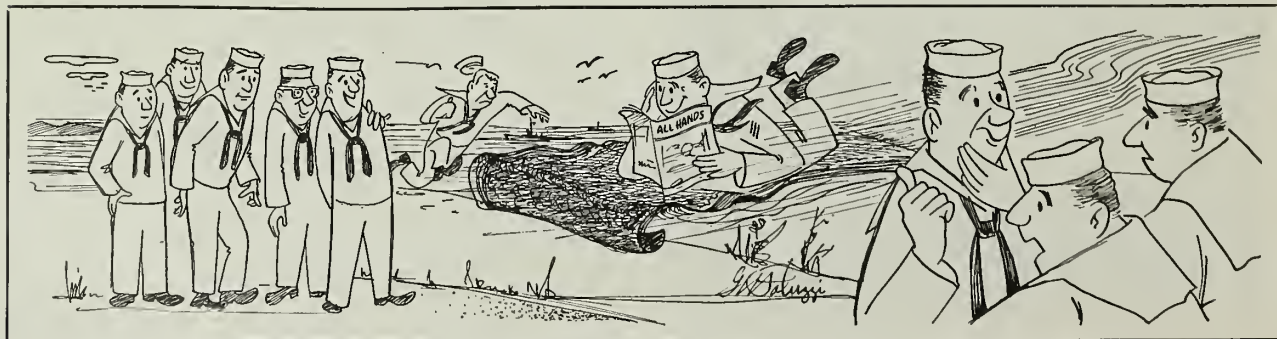
— Several hundred Navy telemen, who have not as yet succeeded in qualifying for change in rating to yeoman or radioman, have been given the word on what's in store for them. That word is contained in BuPers Inst. 1440.20A.

Briefly, this instruction points out that:

- The four-year phase-out period for disestablishment of the teleman rating has ended.

- All telemen currently identified as trainees for change to either the radioman or yeoman ratings will retain those designations. Personnel so designated will continue to be ordered to radioman or yeoman billets as applicable. It is expected that they will be employed in such billets.

- Those Navymen remaining in the teleman rating will be permitted to attempt to change to the radioman or yeoman ratings (as indicated by their trainee designator) through the regular change in rating procedures set forth in BuPers Inst. 1440.5C. No specific authorization from the Chief of Naval Personnel will be required. However, this authorization extends only to examination for change in rating at equal pay grade.



DON'T LET IT DISAPPEAR like magic. Pass ALL HANDS on when you're through, as nine more are waiting.



Change in rating with concurrent advancement will no longer be authorized.

- Telemen will not be eligible for award of proficiency pay.

- Navymen remaining in the teleman rating will be eligible for assignment to class "B" radioman or yeoman school on the same basis as personnel in those ratings. Telemen who successfully complete a course of instruction at class "B" school will be automatically changed in rating to RM or YN as applicable.

- Retention on active duty in the teleman rating beyond the time required for transfer to the Fleet Reserve will not be authorized.

- Except in an emergency, Reserve Navymen will not be ordered to active duty in the teleman rating.

### • FOREIGN-MADE AUTOMOBILES

— If you plan to buy a foreign-made automobile overseas, or if you have purchased one overseas since 6 Mar 1961, don't count on the government to ship it home or to your next duty station for you.

Alnav 15, which amplified early information on this "save gold" move, explains that the prohibition against government - expense transportation doesn't apply to vehicles purchased or assembled in Alaska, Hawaii, the Virgin Islands, Guam, Midway, Wake Island, American Samoa, or the Canal Zone by personnel regularly stationed there. These areas are not considered "overseas" for purposes of this Alnav.

In most other areas, however, if you have bought a foreign-made used car overseas since 6 Mar 1961, you may ship it back at government expense (if you are otherwise eligible), only if you can prove by documentary evidence (such as bills of sale, letters and/or registration certificates) that the car has been owned by a person eligible for shipment of a vehicle at government expense on and since 6 Mar 1961. If any person ineligible for government-free vehicle transportation has owned the car for any period of time since 6 March, it will not be shipped by government conveyance for you, even if you agree to pay the charges.

Foreign-made vehicles purchased in the United States are eligible for transportation at government expense the same as any American made.

A motor vehicle assembled in a foreign country, even though the parts were manufactured in the United States, is considered to be a foreign-made car.

A few foreign areas will be exempted from these restrictions because there are inadequate maintenance facilities for U.S.-manufactured vehicles. These areas will be announced by the Defense Department when they are determined.

Complete information may be found in Alnavs 10 and 15 of 1961.

### • ACTIVE DUTY RESERVISTS —

The Chief of Naval Personnel has revised the list of open rates in which certain active duty Naval Reservists may enlist in the Regular Navy provided they are qualified in all respects under BuPers Inst. 1130.4F.

This revised list, recently announced as change eight to the above-mentioned BuPers Instruction, contains a total of 84 open rates.

Open rates are:

QM2, 3	ETN2, 3	ADJ1, 2, 3
RD1, 2, 3	ETR2, 3	AT1, 2
SO1	ETS2, 3	ATR3
SOA2, 3	RM1, 2, 3	ATS3
SOG2, 3	CT2, 3	ATN3
SOO2, 3	PC2, 3	ATW3
SOS2, 3	JOC, 1, 2, 3	AO3
TM 2, 3	DM1	AQ1, 2, 3
GSC, 1, 2, 3	MU1, 3	AC3
FT1, 2, 3	MM1, 2, 3	AE2, 3
FTA1, 2, 3	MR1, 2, 3	AG1, 2, 3
FTU1, 2, 3	BT3	PR2, 3
FTG1, 2, 3	BRC, 1	PT2, 3
FTE1, 2, 3	EM1, 2, 3	AN, AA, AR
FTL1, 2, 3	IC1, 2, 3	SN, SA, SR
NWC, 1	CE3	FN, FA, FR
MN3	SW3	
ETC, 1	ADR3	

### • COMMAND AT SEA INSIGNE CHANGE—

Regulations governing the wearing of the Command at Sea Insigne have been revised in response to requests received since the insignie was adopted.

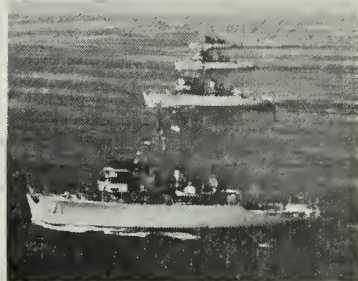
Many officers eligible to wear the insignie have expressed a preference for wearing the miniature version of it — rather than the large one — on service dress uniforms.

The regulation change, given in BuPers Notice 1020, specifies that the large insignie (one-and-one-half inches in diameter) shall be worn with the full dress uniform, and the miniature insignie (three-fourths of an inch in diameter) shall be worn with all other uniforms.

The position of the insignie on the uniform has not been changed.

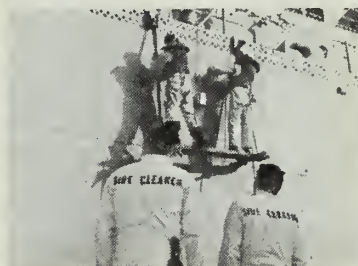
# QUIZ AWEIGH

If the three pix in this month's Quiz Aweigh look familiar there's a good reason for it. They appeared on the inside back covers of three of last year's *All Hands*. Here are some questions about them.



1. The mine warfare vessels shown here are in one of the following classes:

- MSO and 172 feet long.
- MSC and 144 feet long.
- MSI and 112 feet long.



2. For those who like life in the wide-open spaces, a side cleaner's work is just the answer. The device the two men are standing on is a (an) X ..... , and the padded vest-like contraptions they are wearing are Y .....



3. Heading shoreward with a load of liberty-bound sailors and Marines is this:

- Motor launch.
- Provisions & crew boat.
- Utility boat.

Check page 51 for answers.



# THE BULLETIN BOARD

## EAOS Often Key to Shore Duty

**S**HORE DUTY for a Navyman is usually a treat. It is that period between tours of sea duty when you can spend more time with your family, less time with your hobby, catch up on your hunting and fishing, and maybe visit your parents more often.

When you go ashore, how often, and for how long depends, for the most part, on the ratio of shore billets to sea billets for your particular rating.

An air controlman, for example, spends more time ashore than a boatswain's mate, because more than half of all AC billets are on shore duty, whereas only one-fifth of the billets for BMs are ashore.

The length of shore duty tours is regulated by certain procedures that may seem complicated to you. They are, however, designed to benefit career men and are a necessary tool for personnel distributors.

Shore duty tour lengths are computed from the day you first report to shore duty. On that day a Shore Tour Completion Date (or Rotation Tour Date) is established by the personnel office and recorded in your service record and in the personnel accounting system.

Three factors are considered when computing your Shore Tour Completion Date. They are: Type of tour (normal, for duty, or special); tour length for men in your rate (shore tours vary for different rates); and your EAOS (Expiration of Active Obligated Service).

At the end of your shore duty you will be issued orders back to sea (provided you have sufficient obligated service) four months before your Shore Tour Completion Date. If possible, this assignment will be to the Fleet and type duty you prefer.

If your enlistment expires at the same time as your shore tour, orders cannot be issued until you have either reenlisted or extended your present enlistment. When you do make your move, therefore, orders will be issued immediately.

All Navy Cartoon Contest  
LTJG Floyd E. Sykes, USN



"... two things I don't sweat in this man's Navy: 'No Smoking' signs and Bos'n's Mates."

Since no advance notice has been given the personnel distributors, your chances of getting your choice of duty are not so good. For this reason, you are encouraged to obligate yourself when you first report ashore, so that you have at least a year of obligated service remaining after your Shore Tour Completion Date. If you do this, you will have a better chance to get the sea duty of your choice. You should also get your orders about four months before you leave.

Your EAOS, to a large degree, determines whether or not you get a full tour of shore duty. Here are a few examples to show just how your EAOS affects your shore duty.

• **ENLISTMENT EXPIRES BEFORE END OF SHORE TOUR**—In this case, you must make up your mind, when you first report ashore, whether or not you want to extend to complete a full tour. If you decide not to extend, your shore tour completion date will be the same date as your EAOS. Take an AD1 for example:

AD1 reports for duty ..... Mar 62  
EAOS ..... Jul 63  
Normal Shore Tour  
Completion Date ..... Mar 65  
Shore Tour Completion Date  
as recorded ..... Jul 63

If you wait until your current en-

listment expires to reenlist or extend, you will immediately be made available to the Chief of Naval Personnel for rotation to sea duty. If you wait this long, however, you will be given a lower priority for assignment to the type of sea duty preferred.

• **ENLISTMENT EXTENDED TO COMPLETE SHORE TOUR UPON REPORTING**—Now let's suppose our AD1 decides to extend his enlistment when he first reports ashore. In this case, he must extend so that he has at least 12 months obligated service from the last day of the month of his Shore Tour Completion Date.

AD1 reports for duty ..... Mar 62  
EAOS ..... Jul 63

Normal Shore Tour  
Completion Date ..... Mar 65  
Extended for three years to  
complete tour. New EAOS Jul 66  
Shore tour completion date  
as recorded ..... Mar 65

• **ENLISTMENT CANNOT BE RE-EXTENDED TO COMPLETE SHORE TOUR**—You fall into this category if you are already serving an extension when you report ashore. Since the sum of extensions of enlistment cannot be more than four years, you may find it impossible to acquire enough obligated service to get a full tour ashore.

In this case, you would be allowed to sign a service record entry signifying your intent to reenlist at the end of your obligated service. Then your Shore Tour Completion Date would be set at the normal tour. BuPers would be given this date by speed-letter and also furnished a copy of the service record entry. Here's how it would work for our AD1:

AD1 reports for duty ..... Mar 62  
EAOS (on four-year  
extension) ..... Aug 63  
Normal Shore Tour  
Completion Date ..... Mar 65  
Signs service record entry signi-  
fying intent to reenlist to  
complete normal tour .....  
Shore tour completion date  
as recorded ..... Mar 65

• **ENLISTMENT EXPIRES WITHIN SIX MONTHS AFTER SHORE TOUR COMPLETION DATE**—If you're in this cate-



gory, your Shore Tour Completion Date will be the same date as your EAOS. This avoids returning short-timers to sea duty. Here again, if you wait to reenlist when your shore tour ends, your chances of getting the sea duty of your choice are less. Your story looks like this:

AD1 reports far duty ..... Mar 62  
EAOS ..... Jul 65  
Normal Shore Tour  
Completion Date ..... Mar 65  
Shore tour completion date  
as recorded ..... Jul 65

If you extend your enlistment when you report for shore duty, you will rotate on schedule. In other words, you will still rotate in March 1965, but you will be given your normal four months' lead time, and your chances of getting your choice of sea duty are increased.

• **ENLISTMENT EXPIRES SEVEN TO 11 MONTHS AFTER SHORE TOUR COMPLETION DATE** — If this is your situation, you must extend your enlistment when you report ashore if you wish to complete a full tour of shore duty. This extension must allow at least 12 months' obligated service after your normal Shore Tour Completion Date. Here's how it works for our favorite AD1:

AD1 reports far duty ..... Mar 62  
EAOS ..... Oct 65  
Normal Shore Tour  
Completion Date ..... Mar 65  
Extend far one year to complete normal tour.  
New EAOS ..... Oct 66  
Shore tour completion date  
as recorded ..... Mar 65

If you do not extend, however, your shore duty will be reduced and a Shore Tour Completion Date will be set at 12 months before the end of your obligated service. In other words, since your obligated service ends in October 1965, your shore duty would be terminated in October 1964, and you would go back to sea for the last 12 months.

Once your Shore Tour Completion Date is set, you can't extend or reenlist to change it. You must make up your mind at the time you report ashore.

## New Correspondence Courses For Officers, Enlisted Personnel

Four new enlisted correspondence courses and one officer course are now available from the Navy Correspondence Course Center, Scotia,

N. Y. Four other courses, three enlisted and one officer, have been discontinued.

Enlisted correspondence courses are administered, in most cases, by your local command. If you are on active duty, your division officer will advise you whether the course for which you wish to apply is suitable.

If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center, which will supply the course materials to your command. If you are on inactive duty, the Center will administer the course.

The new enlisted courses are:  
**Opticalman 2, 1 & C (NavPers 91389)**

**Boilermaker 1 & C (NavPers 91515)**  
**Aviation Guided Missileman 1 & C (NavPers 91619)**  
**Builder 3 & 2 (NavPers 91584-2)**

The new *Builder* course, which may be taken for repeat Naval Reserve credit, replaces *Builder 3* (NavPers 91583-1C) and *Builder 2* (NavPers 91484-1A), both of which have been discontinued. The other enlisted course which has been discontinued is *Advanced Mathematics, Vol. I* (NavPers 91221-E).

One new officer course, **BuShips Duty & Field Duty for Engineering Specialists** (NavPers 10939-A), has replaced *BuShips Duty for Engineering Specialists* (NavPers 10939).

## WHAT'S IN A NAME

### Tides

The word *tide* is derived from an Anglo-Saxon source meaning time, and is still occasionally used in that sense. Primarily, however, *tide* refers to the alternate rising and falling of the surface of the ocean, and of gulfs, bays, rivers and such connected with the ocean. It is caused by gravitational pull, on the waters of the earth, by the moon and the sun. Generally, the rise and fall of the tide occurs twice every 24 hours and 50 minutes, the length of the lunar day.

The highest level reached by a rising tide in any locality is *high tide* or *high water*. Understandably enough, the lowest point reached by a falling tide is *low tide* or *low water*. There is a brief period during high water and again during low water when no change in the water level can be determined—a period called *stand*. Range of the tide is the total rise or fall from low water to high water, or vice versa.

At some locations the range may be only a few inches. But at other places it may be many feet. For example, at Caak Inlet, Anchorage, Alaska, the range is 36 feet an occasion, while over most of the Mediterranean the range never exceeds two feet.

Heights of tide vary not only from day to day, but also from one tide to the next. The lower of two low tides for any one day is the *lower low water*.

Spring tides and neap tides are terms often heard. The former occur near the time of a full moon or new moon—the time when the tidal effects of the sun and moon are in phase. They pull together making the high tides higher and the low tides lower. Neap tides occur near the time of the moon's first quarter and third

quarter. The pull of the sun and moon are out of phase then and the tide's range is less than average.

Tidal rise and fall cause tidal currents in coastal bays, river estuaries and inlets—in general, where seaports are located. When the "tide comes in"—that is, when the water moves horizontally toward the land—the movement is *flood current*. Its opposite direction, from land to sea, is *ebb current*.

The running of a tidal current is much like the flowing of a river, and calls for special efforts on the part of the helmsman and those manning the ship. This is especially true at such places as New York Harbor's Hell Gate. The average flood current there is 3.4 knots, while the ebb current averages 4.6 knots.

There is a period between the two currents when there is no apparent motion, either in or out. It is termed *slack water*. At many ports slack water is the best period for a ship to carry out the most tricky part of its maneuvering.



# Timely Answers to Travel Problems

**N**O ONE CAN DENY that it takes time to travel. However, a difference of opinion arises when two parties try to decide just how much time it takes to travel a certain distance.

The question of distance and time comes up each time you're transferred. Normally there is no difficulty because there are a definite number of miles to your new duty station and you travel all the way by one method of transportation, either private vehicle or commercial. In either case, the travel time is constant.

From time to time, however, difficulty arises when you want to travel by more than one means of transportation. Perhaps you want to travel part way by POV (privately owned vehicle), part by train, and finish up on an airplane. What then?

Apparently this has caused a few headaches in the past. Anyway, the Department of Defense Military Pay and Allowance Committee has studied the situation and has come up with a few specifics. As a result of the committee's action, the Chief of Naval Personnel has issued a revised Article C-5317 for the *BuPers Manual*, which deals with travel time. The revised article was distributed as an enclosure to BuPers Notice 4651 of 30 Mar 1961 and became effective on 15 Apr 1961.

When computing travel time for travel by POV under the new rules, the fractional mileage for which an additional day of travel is allowed has been increased from 100 miles to 125 miles. The daily mileage allowed when traveling by POV remains in multiples of 250 miles per day. This means, for example, if you are transferred to a ship or station 374 miles away you would be given only one day's travel time, since the amount over the multiple is less than 125 miles. (Under the old rules, you would have received two days' travel time.)

It would work the same way on a long trip. If, for instance, you are traveling 1124 miles, you would be given four days' travel time. (250 miles per day times four days. Since 124 miles is less than 125, the difference between 1000 and 1124 would be disregarded. If the total distance

had been 1125 miles, however, the fractional portion would have been 125 miles or more, and another day's travel time would have been allowed). All this travel time is in addition to proceed time when allowed.

As in the past, if you are transferred within the same metropolitan area, you will not be allowed travel time.

When you travel via commercial transportation (either air or rail) within the United States, and are not directed to travel by air, you will be allowed the following travel time:

DISTANCE	TRAVEL TIME
0 to 720 miles, inclusive	1 day
721 to 1440 miles, inclusive	2 days
1441 to 2160 miles, inclusive	3 days
2161 to 2880 miles, inclusive	4 days
2881 miles or over	5 days

An officer is still allowed to travel by privately owned vehicle without specific authority when he is on permanent change of station orders and there is nothing in his orders which says he may not. Enlisted personnel, as in the past, need specific authorization to travel via POV.

When you travel by both POV and commercial carrier, you make personnel officers and disbursing officers do a bit of figuring in order to determine what portion of your delay en route between duty stations may

be counted as travel time and what portion is properly chargeable as leave. First of all, they must determine the official distance from the starting point of travel by private vehicle direct to the point at which the mode of transportation was changed, regardless of the stage of travel in which it occurs. If there is more than one period of travel by private vehicle, the distance for each is determined separately and the distances totalled. If this total equals or exceeds the official distance from your old duty station to the new one, you will be allowed only the official distance.

If the total distance is less than the official distance, however, the miles traveled by POV are deducted from the official distance. The leftover distance is then figured at the commercial carrier rate of 720 miles per day.

Here's an example:

- You are transferred from Washington, D.C. to Chicago, Ill. Official distance is 756 miles.

You travel by POV from Washington, D.C., to St. Louis, Mo., which is 882 miles.

You then travel by rail from St. Louis, Mo., to Chicago.

Since your travel from Washington to St. Louis was more than the official distance between duty stations, you would be allowed only the three days' travel time allotted for the 756 miles from Washington to Chicago.

When you are ordered to travel by either government or commercial air, and you actually use that mode of transportation for the entire trip, only one day will be allowed for travel to any place in the United States.

If only part of your travel is actually done by air, or if your travel orders do not specifically direct you to use air travel, however, you will be allowed travel time at the rate of 720 miles per day.

All the up-to-date rules for travel time may be found in the revised Article C-5317 of the *BuPers Manual*. It became effective on 15 Apr 1961 and was distributed as an enclosure to BuPers Notice 4651.

All Navy Cartoon Contest  
Charley Wise, HMCA, USN



"I am trying to hurry, but it's hard to put salt through these tiny holes."



## List of New Movies and TV Series Available to Ships and Overseas Stations

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases. Two one-hour TV shows are packaged together for a 108-minute program, but may be shown aboard ship only. They are not to be exhibited at shore stations. The movies and TV programs listed below were made available in June.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

### Motion Pictures

*Marriage Go Round* (1735) (C) (WS): Comedy; Susan Hayward, James Mason.

*Trouble in the Sky* (1736) (WS): Melodrama; Michael Craig, Peter Cushing.

*Young Savages* (1737): Drama; Burt Lancaster, Shelley Winters.

*Konga* (1738) (C): Melodrama; Michael Cougi, Margo Johns.

*The Long Rope* (1739) (WS): Western; Hugh Marlowe, Alan Hale.

*Circle of Deception* (1740) (WS): Melodrama; Suzy Parker, Bradford Dillman.

*Days of Thrills and Laughter* (1741): Compilation; Douglas Fairbanks, Charlie Chaplin.

*Secret Partner* (1742): Melodrama; Stewart Granger, Haya Harareet.

*The Hoodlum Priest* (1743): Drama; Don Murray, Larry Gates.

*Parrish* (1744) (C); Drama; Troy Donahue, Claudette Colbert.

*The Gambler Wore a Gun* (1745): Western; James Davis, Merry Anders.

*Look in any Window* (1746): Drama; Paul Anka, Ruth Roman.

*Atlantis, The Lost Continent* (1747) (C): Drama; Anthony Hall, Joyce Taylor.

*Upstairs and Downstairs* (1748) (C): Comedy; Michael Craig, Ann Heywood.

*Fury River* (1749) (C): Melodrama; Keith Larsen, Buddy Ebsen.

*Foxhole in Cairo* (1750): Melodrama; James Robertson Justice, Naill MacGinnis.

### Television Programs

5108 TV-1 (Series) *Wagon Train*—Western; (Episode) *The C.L. Harding Story*. TV-2 (Series) *Cimarron City*—Western; (Episode) *Chinese Invasion*.

5109 TV-1 (Series) *Wagon Train*—Western; (Episode) *The Stagecoach Story*. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) *The Case of the Gilded Lily*.

5110 TV-1 (Series) *Wagon Train*—Western; (Episode) *The Cappy Darren Story*. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) *The Screaming Woman*.

5111 TV-1 (Series) *Wagon Train*—Western; (Episode) *The Martha Barham Story*. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) *The Case of the Baited Hook*.

5112 TV-1 (Series) *Wagon Train*—Western; (Episode) *The Estaban Zamora Story*. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) *The Case of the Negligent Nymph*.

5113 TV-1 (Series) *Wagon Train*—Western; (Episode) *The Rodney Lawrence Story*. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) *The Case of the Restless Redhead*.

5114 TV-1 (Series) *Wagon Train*—Western; (Episode) *The Steele Family Story*. TV-2 (Series) *Perry Mason*—Melodrama; (Episode) *The Sulky Girl*.

5115 TV-1 (Series) *Wagon Train*—

## WAY BACK WHEN

### Distant Stations

For the greater part of the 19th Century the Navy followed a practice of "distant stations," in which ships would be sent to a general location and remain there two or three years.

A main feature of distant stations was the "three-year cruise." Say the time is the 1850s and a frigate has just completed her fitting-out at a Navy yard. Her crew members are enlisted for a three-year tour, the usual length of the cruise. The ship then heads for her area—the East India Station, for example, or the Mediterranean. After operating on station for months, showing the flag and looking out for U.S. interests, the frigate would then set sail for the States.

First of the stations was the Mediterranean. It was originally established in 1801, and re-established in 1815. Later it was re-named the European Station.

Then came the West India Station in 1821. Its original purpose was to combat piracy in the Caribbean, a task which called for small, fast ships. Twenty-one years later this station was absorbed into the Home (or North Atlantic) Station.

Also in 1821 the Pacific Station came into being. At first the ships on this station operated chiefly in the area from Valparaiso, Chile, to Panama. As time went on there was movement northward, concurrent with expanding U.S. interests; and U.S. Navy ships were seen more and more in the waters off California, Hawaii and Alaska. In later years there was both a North Pacific and a South Pacific station.

The Brazil Station, which later became the South Atlantic Station, began in 1826. Rio de Janeiro and Buenos Aires were the main ports.

The East India Station was established in 1835. The occasion was the beginning of the sixth cruise by Navy ships to Far Eastern waters, a cruise on which the senior captain of the two ships present broke the commodore's pennant. Lots of history was seen on this station: Fighting in Korea,

scrapping with Chinese pirates, the opening of Japan by Perry.

Most rugged of the stations was the African. It was started in 1842 to cooperate with the British in curbing the slave trade. The unhealthy climate of the African coast resulted in its being a two-year tour.

The ships on a station formed a squadron, which was named for the area. In some cases the senior commanding officer headed up the squadron, especially in the early days. He was the commodore. In other cases the squadron commodore was embarked in the flagship, as in today's flag officer setup. Following the Civil War the commodore of the squadron normally rated the rank of "acting rear admiral."

The practice of distant stations was pretty much phased out in 1905, when the European and South Atlantic stations were abolished. The ships of the squadron were incorporated into the Atlantic Fleet. By that time the Pacific forces were largely based on the California coast.

The sole remaining far distant station was the Asiatic (earlier the East India) Station. The squadron on that station was made part of the Pacific Fleet in 1907. Two years later, however, it went back to its independent status—this time as the Asiatic Fleet. It was retained until WWII.



Western; (Episode) The Danny Benedict Story. TV-2 (Series) *Perry Mason* — Melodrama; (Episode) The Case of the Drowning Duck.

5116 TV-1 (Series) *Wagon Train* — Western; (Episode) The Elizabeth McQueeney Story. TV-2 (Series) *Perry Mason* — Melodrama; (Episode) The Case of the Deadly Toy.

5117 TV-1 (Series) *Wagon Train* — Western; (Episode) The St. Nicholas Story. TV-2 (Series) *Perry Mason* — Melodrama; (Episode) The Case of the Fiery Fingers.

5118 TV-1 (Series) *Wagon Train* — Western; (Episode) The Lita Foladaire Story. TV-2 (Series) *Perry Mason* — Melodrama; (Episode) The Case of the Terrified Typist.

5119 TV-1 (Series) *Wagon Train* — Western; (Episode) The Vittorio Botticelli Story. TV-2 (Series) *Perry Mason* — Melodrama; (Episode) The Case of the Married Moonlighter.

5120 TV-1 (Series) *Wagon Train* — Western; (Episode) The Greenhorn Story. TV-2 (Series) *Wagon Train* — Western; (Episode) Wagons Ho!

5121 TV-1 (Series) *Wagon Train* — Western; (Episode) The Jess MacAbbee Story. TV-2 (Series) *Checkmate* — Drama; (Episode) Cyanide Touch.

5122 TV-1 (Series) *Wagon Train* — Western; (Episode) The Maidie Brant Story. TV-2 (Series) *Checkmate* — Drama; (Episode) Interrupted Honey-moon.

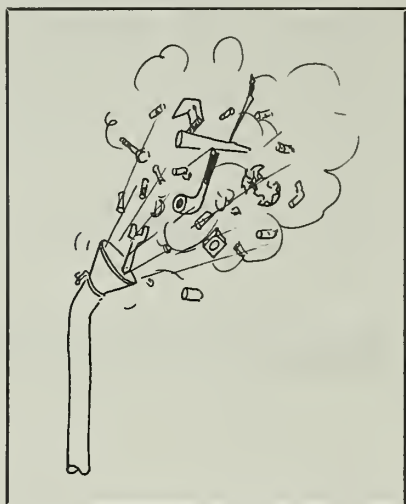
5123 TV-1 (Series) *Wagon Train* — Western; (Episode) The Benjamin Burns Story. TV-2 (Series) *Checkmate* — Drama; (Episode) Face in the Window.

## Proceed Time Rules Are Changed for Officers, EMs

When you are transferred to a new permanent duty station, you may take your proceed time any time after you leave your current assignment and before you report to your new ship or station. In the past, you were required to take your proceed time immediately after being detached from your present duty station.

If there was no temporary duty en route, the old rules were fine. But if you were delayed en route for temporary duty, you were required to use your proceed time before you arrived at your first temporary assignment. Sometimes, because of school convening dates, or for some other reasons, it was not possible to spare four days between your old duty station and your first temporary duty. If this happened, you lost your proceed time.

All Navy Cartoon Contest  
LT Billups E. Lodge, USN



BuPers Notice 4650 of 9 Jun 1961 has changed all this. The notice says, "... proceed time may be taken when otherwise appropriate, either before or after reporting to any temporary duty station in conjunction with a permanent change of station."

The *BuPers Manual* has also been changed to comply with this. Article C-5315(1)(j) now says, "When an officer is detached from one permanent duty station and ordered to another permanent duty station, and is assigned temporary duty en route at one or more places, proceed time is allowed only once and may be taken any time between detachment from the last permanent duty station and prior to reporting at the new permanent duty station."



"Now hear this . . . Clean all voice tubes!"

Another part of that same revised article explains the change even more. If an officer's change-of-duty orders are modified while he is en route to a new permanent duty station, the modification is considered part of the same set of orders and no additional proceed time is allowed. If proceed time had not already been taken on that set of orders, however, the proceed time may be taken after the modification, but before arriving at the new station.

The same general instructions also apply to enlisted men who travel with their dependents and are eligible for proceed time. For full information about this change to the *Bureau of Naval Personnel Manual*, see BuPers Notice 4650, 9 Jun 61.

## Four Correspondence Courses Available to Enlisted Men

Four new enlisted correspondence courses (ECC) are now available from the Correspondence Course Center, Scotia, N. Y. Five others have been discontinued.

The new courses are:

Course	NavPers Number
*Fireman	91500-2
*Damage Controlman 3 and 2	91544-2
*Aviation Electrician's Mate 1 and C	91611-2
Mineman 1 and C, Vol. II (CONF)	91337-1

(\*May be taken for repeat Reserve credit.)

Courses discontinued are: *Damage Controlman 3* (NavPers 91543-1A), *Damage Controlman 2* (NavPers 91544-1A), *Fireman* (NavPers 91500-1B), *Aviation Electrician's Mate, Vol. 2* (NavPers 91611-1B), *Photography, Vol. 2* (NavPers 91648-E).

Enlisted correspondence courses will be administered (with some exceptions) by your local command instead of the Correspondence Course Center.

If you are an EM on active duty, your division officer will advise you whether the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center, which will supply the materials to your command.



## Antarctica Service Medal Is Now Authorized, Ships and Units Are Listed

Navy men who have served on the Antarctic continent, or in United States ships or air flights operating south of latitude 60 degrees south in support of U. S. operations in Antarctica may now qualify for the Antarctica Service Medal.

The period of eligibility began on 1 Jan 1946 and will end at a date still to be designated by the Secretary of Defense.

For personnel who spent one winter at Antarctica, there is a bronze clasp with the words "Wintered Over" on the suspension ribbon of the medal. This is also indicated by a bronze disc, of 5/16-inch diameter, with the outline of the Antarctic continent inscribed on it which is fastened to the bar ribbon representing the medal.

A gold clasp and disc are authorized for a second wintering-over period with a silver clasp and disc authorized for three or more wintering-over periods. Not more than one clasp or disc may be worn on the ribbon.

The medal and ribbon are not yet available. However, instructions will be issued concerning requisition and distribution at a later date.

No minimum time limits of participation within the qualifying period are required for eligibility for this medal.

The following is a list of ships and units which have participated in expeditions below 60 degrees south since 1 Jan 1946 (as listed in SecNav Inst. 1650.14 of 2 May 1961): USNS *Alatna* (TAOG 81), USS *Arneb* (ATA 56), USS *Atka* (AGB 3), USS *Brough* (DE 148), USS *Brownson* (DD 868), USS *Burton Island* (AGB 1), USS *Cacapon* (AO 52), USS *Canisteo* (AO 99), USS *Currituck* (AV 7), USS *Curtiss* (AV 4), USCGC *Eastwind* (WAGB 279), USS *Edisto* (AGB 2), USS *Glacier* (AGB 4), USNS *Greenville Victory* (TAK 237), USS *Henderson* (DD 785), USS *Merrick* (AKA 97), USS *Mount Olympus* (AGC 8), USS *Nespele* (AOG 55), USCGC *Northwind* (WAGB 282), USS *Peterson* (DE 152), USS *Philippine Sea* (CV 47), USS *Pine Island* (AV 12), USNS *Private John R. Towle* (TAK 240), USNS *Private Joseph F. Merrill*

(TAKV 4), USS *Sennet* (SS 408), USS *Staten Island* (AGB 5), USCGC *Westwind* (WAGB 281), USS *Wilhoite* (DER 397), USS *Wyandot* (AKA 92), USS *Yancey* (AKA 93); Staff Commander U. S. Naval Support Force Antarctica (TF 43), Staff Commander U. S. Naval Task Force Thirty Nine, Staff Commander U. S. Naval Task Force 68, U. S. Naval Antarctic Support Activities, U. S. Naval Support Unit III Antarctica, U. S. Naval Cargo Handling Battalion One, U. S. Naval Cargo Handling Battalion Three (Detachment Bravo), U. S. Naval Mobile Construction Battalion Special, U. S. Naval Mobile Construction Battalion Special (Detachment Bravo), U. S. Naval Mobile Construction Battalion One, U. S. Naval Construction Battalion Reconnaissance Unit, U. S. Naval Helicopter Utility Squadron One, U. S. Naval Helicopter Utility Squadron Two, U. S. Naval Helicopter Utility Squadron Two (Detachment 69), U. S. Naval Snow Compaction Team from Construction Battalions Pacific, and Air Development Squadron Six.

The periods of Antarctic service by these units are listed in SecNav Inst. 1650.14, which also gives full details on eligibility requirements.

## University Offers Help to Retired Men and Vets

Scholarships which will aid veterans of World War II and the Korean conflict to complete their requirements for a degree will be awarded by Columbia University's School of General Studies beginning in September. They will permit eligible veterans to take the last six credits toward a degree without payment. Veterans who served in both World War II and the Korean conflict will be able to take up to 10 free credit hours.

Eligible veterans must present proof to the School of General Studies admissions office that they served honorably for at least a year before October 1946, or for the same period between 25 Jun 1950 and October 1956.

Up to now veterans have received credits—six for one war, 10 for two—before attending classes. By unanimous approval of the faculty, the School has decided to open more courses without additional cost.

# HERE'S YOUR NAVY

The chances are, when you've been to sea, you have watched with some amazement the activities of the tug boats as they scurry about the harbor.

When they nose up to your ship, they are like small boys flexing their muscles, getting ready for an Indian wrestle with their old man. Then they push the giant of the sea gently into the berth that has been readied for it.

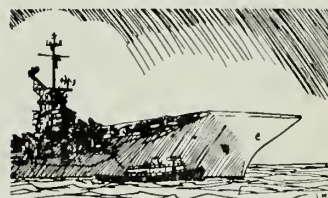
Like a tolerant father, who could give any of his small sons a good what-for, the big ship allows itself to be nudged into place by these mighty mites.

By reason of its very bigness, it is all but helpless in a berthing operation.

Let's take, for example, a tug like *Chicomico* at Mayport, Fla. It is only 100 feet long and has a displacement of 325 tons.

Its power comes from a 1000-horsepower diesel motor. However, despite its size, it can shove around other vessels many times its own displacement.

*Chicomico* has a crew of eight men during peacetime. In time of war, the complement could swell to 20.



The tug and her crew are self-sufficient. The present crew includes a cook, an electrician and an engineman—enough to keep the workhorse in fine fettle.

Tugs like *Chicomico* have been known to tow giant tankers in the open sea and to shuttle large and bulky barges up and down the inland waterways of our country and around its harbors.

Tugs are a pretty versatile lot. So are the sailors who man them. A crew member sometimes has to step in and operate as temporary skipper of a tug.

A working day for the crew can begin as early as four in the morning and last well into the night. The tides are not respecters of man's sleeping habits.

The crews work hard and the boats work just as hard, but there is a lot of satisfaction to nudging a big ship up to the pier and thousands of men into the waiting arms of their families.



# Plenty of Neighbors on Midway

THREE YEARS AGO a \$40-million construction project was completed in the North Pacific at Midway Island to support the Pacific DEW Line. As a result, a sharp increase in the number of Navymen assigned to Midway has been noted.

Even so, the chances are still pretty good that you will never come close to a tour there. However, if you *have* received orders to Midway, here's the latest rundown on what you can expect to find.

Aside from its significance as an important link in the U.S. defense structure, Midway is probably best known as the island which became the turning point of World War II. The 1942 Battle of Midway lasted from 3 to 5 June, after which the enemy forces were compelled to retreat.

The island is also famous for its abundant birdlife. The Laysan Albatross (better known as the gooney bird) has become Midway's symbol. About the size of a goose, this bird has a pronounced fondness for airplane runways.

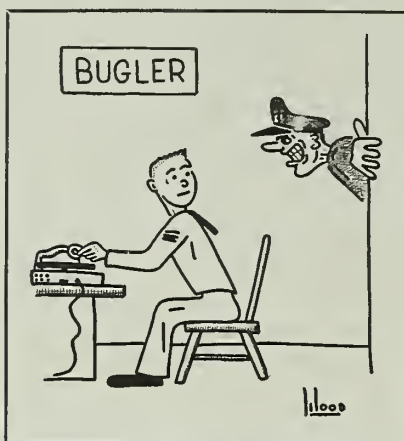
**Climate**—The weather at Midway, like that everywhere else, is a topic much discussed. Midway is not a tropical South Sea island (it's well north of Hawaii). Although the climate is fairly uniform throughout the year, it is possible to break it down into two seasons, summer and winter.

Temperatures range from an average high in July, August and September of 78 degrees (shirt-sleeve weather), to an average low in January, February and March of 66 (sweaters feel good in the evening). The highest temperature ever recorded at Midway was 92, the lowest was 54.

Summers on Midway (May to mid-November) are warm and humid, usually prompting the ladies to wear cotton dresses or other lightweight clothing. By December, the winter season has arrived, and remains until the following April.

**Duty Tours**—Midway tours are for 12 months if you are unmarried or your dependents are not on the station. The standard tour is 18 months if dependents are on the station, or

All Navy Cartoon Contest  
Howard P. Wood, Jr., CMA2, USNR



"Maybe 'Liberty Call' does get 'em up faster, but 'Reveille' is regulation, so play it."

12 months after the arrival of dependents, whichever is greater. Extensions of duty tours are granted upon the approval of the commanding officer.

**Inoculations** — Your entire family must receive the necessary shots and chest Xrays as soon as you receive orders to Midway. Dependents' travel will otherwise not be authorized until immunization is completed. (Required shots are smallpox, typhoid-paratyphoid, tetanus, diphtheria and poliomyelitis. Be sure your dependents have the necessary shot records in their possession when they report for travel.)

Passports are not required. However, all dependents over 10 years of age must have an ID card (DD Form 1173).

**Household Effects**—If you arrive at Midway with dependents, or when your dependents join you there, you will be assigned quarters completely furnished with tropical-type furniture, mattresses, stove, refrigerator and deep freeze. Therefore, you will not be required to ship these things from your present home, nor would it be wise to do so. There are no storage facilities for extra furniture, and, in addition, most wood, ferrous metals, leather, and many fabrics rapidly become mildewed.

You should, however, ship pillows, throw rugs and wastebaskets, as

well as furniture for your small children. Also, for your added comfort and convenience, you will probably want pictures and bric-a-brac, and possibly one or two of your favorite lamps to supplement those issued.

Other items you should ship are linens, kitchen utensils, china, tableware, electrical appliances, blankets (two per bed) and children's toys. It would be wise when choosing kitchenware to keep in mind that aluminum or stainless steel utensils are much more satisfactory on humid Midway than are other metals.

Linens should be sturdy, and while your wife may wish to set a fancy table occasionally, you should not ship any fine linens that would not be needed, as the climate and water will be hard on such items.

A washing machine is desirable, and a good iron a must. (Automatic washers, however, deteriorate very rapidly, owing to the effect of the water, and there is no facility for repairs.) Laundry facilities are available in all housing areas and in all senior officers' quarters. Enlisted areas have one wringer-type washer furnished for each fourth family.

A good record player with a supply of records (records are also available in the Navy Exchange), radios and TV sets will provide relaxation. A piano is not recommended, nor are air conditioners or window fans.

The Midway supply department has a household goods sections, but complete services for crating and uncrating cannot be offered at present. All packing or unpacking of dishes, glassware, lamps, kitchen utensils and small appliances must be done by you, and you must also service your major appliances. Barrels and packing materials are provided.

You are requested to ship only those household goods you will actually need. Shipment time from localities in the U.S. is about 60 days from date of pickup.

Hospitality kits, which consist of essential pots, pans, dishes and bedding, may be obtained at Midway until your household effects arrive. However, when you ship your ef-



fects, you should use the express shipment for those items you will need immediately upon arrival. (For information on authorized weight of shipments, contact your supply officer.)

**Housing**—Government quarters are the only type of housing available, and these quarters must be certified by the commanding officer as being available before dependents are given permission to enter the area. At present, a waiting list is maintained, except for key billet officers. Your precedence on the waiting list is determined by the date you report on board.

**Travel to Midway**—When you report to the Commandant, 12th Naval District, San Francisco, you and your family, if concurrent dependent travel has been authorized, will be assigned space on a MATS passenger aircraft or surface craft to Honolulu, Hawaii. From there, most travel to Midway is by MATS.

Normally there is little waiting for a flight, but if circumstances require a long layover in Honolulu, transient quarters may be found at Hickam Air Force Base. If you wish to take leave in Hawaii while en route to Midway, you should make hotel reservations, as early as possible, by letter to the Commandant, 14th Naval District, c/o FPO, San Francisco, Calif.

**Arrival at Midway**—The air terminal duty officer and CMAA will meet your plane and provide you with information about temporary or permanent quarters, transportation, location of the OOD for check-in, and other pertinent data.

#### ANSWERS TO QUIZ AWEIGH

1. (a) MSO and 172 feet long. (An MSO is a nonmagnetic Ocean Minesweeper.)

2. (X) Stage. (Y) Life jackets (or life preservers).

3. (c) Utility boat.

Quiz Aweigh is on page 43.

**Clothing**—Dress is generally informal. Bathing suits, shorts, halters, rompers, dungarees, lightweight suits and sweaters should be brought along or shipped. (These items are also available in the Midway Navy Exchange.)

Pedal pushers and Bermuda shorts are desirable for bicycle riding, which is the main mode of transportation. Raincoats are a necessity, and are usually available in the Navy Exchange.

The Navy Exchange also stocks go-aheads (shower shoes) and carries one line of basic shoes for men, women and children. Styles are limited.

Boys usually wear slacks, denims and sport or aloha shirts, while the girls prefer skirts and blouses. Off duty, men seem to prefer aloha shirts and casual slacks. Washable items are preferable. Formal wear for women is optional. There are occasional formal functions at the officers club.

**Uniforms**—Officers and chiefs should carry with them at least one set of blues (Bravo), whites, and service dress khaki for inspection purposes, plus raincoats. Aviation

greens are not worn at Midway. Tropical long and tropical short are authorized for summer wear. Enlisted men will need whites, blues and dungarees. Tropical shorts are also authorized. (Officers and petty officers are authorized to wear civilian clothing during off-duty hours.)

**Education**—The new, medium-sized George Cannon School offers instruction which covers the entire curricula for grade and high schools. Qualified teachers present subject matter for various class levels, based on courses of study recommended by the Chief of Naval Personnel.

If you have children who expect to enter the school, they should prepare themselves before leaving your present home. (Many children coming into Midway's lower grades are somewhat behind in reading, English and arithmetic.)

There is a tendency toward good study habits on Midway, probably because of the closer tie between home and school, an exceptionally good school atmosphere, and the apparent desire of the vast majority of the children to be in school.

The school warns that you should not withdraw your children from any other school without proper transfer. If the child is expected to enter the first grade at Midway, his birth certificate should be brought along.

The station also has a nursery school and kindergarten. Children aged two through four years are eligible for enrollment in the nursery school, while five-year-olds may be enrolled in the kindergarten. A spe-

All Navy Cartoon Contest

Donald R. Queen, QMC, USN



"Signal the task force I'm turning left."

cial bus is provided by the station to take all children to and from school. For kindergarten or nursery school, there is a monthly fee of \$12.50 for one child, and \$6.25 per month for each additional child from the same family.

**Medical**—A station hospital and outpatient clinic provide medical facilities for all men and dependents.

**Dental**—Dental work for dependents is on a limited basis. It is suggested that required dental work for dependents be performed before leaving the U.S.

**Religion**—Two chaplains, one Protestant and one Catholic, are assigned to Midway. A newly constructed chapel is used by all denominations, usually at separate services. Bible classes are conducted weekly, as are Christian Science and Latter Day Saints services.

**Banking**—The Bank of Hawaii has a new Midway branch facility which handles commercial, checking and savings accounts.

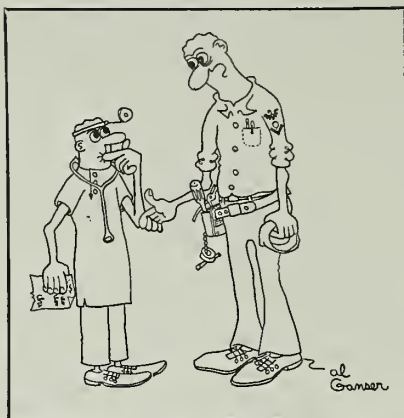
**Communications**—No telegraph or cable offices are presently available at Midway. However, Class E messages may be sent. In addition, Midways boasts a fine amateur radio station which is available for contacting friends and relatives back in the States. Individual amateur radio operators are permitted to operate in accordance with existing regulations.

**Local Transportation**—There are no private vehicles on Midway. Transportation is via bicycle or bus. Bicycles may be purchased locally, but it is suggested that you ship your own if you have one, especially your child's two- or three-wheeler.

**Recreation** — In many respects, Midway is like a big country club, as evidenced by the many activities for sports and play. These include a five-lane bowling alley, three baseball diamonds, a lighted handball court, tennis courts, roller skating rink, gym, hobby shop, and some of the world's finest beaches for swimming and sunning.

If you're a fisherman, ship your favorite rod and reel, as the fishing is great. (Special Services has 60 fishing outfits which can be checked out, and 19 fiberglass boats with outboard motors are available for a \$1 fee. A converted 63-foot AVR is

All Navy Cartoon Contest  
Albert P. Ganser, MM2, USN



"Gee Doc, I feel like I'm shorted out somewhere."

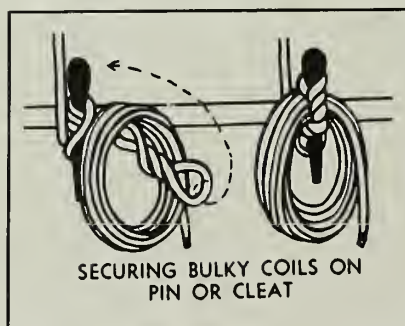
also available for fishing. Two boats for water skiing and 15 sailing boats are also on hand.)

Free movies are shown three times each day in the station's air-conditioned movie theater, and USO troupes occasionally stop at Midway.

Intramural athletics, with teams from various departments and divisions, include basketball, softball, volleyball, bowling and badminton. There's a club for skin divers, so bring your snorkle and fins. (You can also buy these at the Navy Exchange or Hobby Shop.)

For the unmarried men, or temporary bachelors who are awaiting the arrival of their dependents, there is an officers club and a new EM club. On weekends and certain weekdays there are bingo, live shows and buffet suppers. Complete snack bar facilities are also available.

**Radio and TV**—Midway's own radio station, KMTH, is an affiliate of the Armed Forces Radio Service. The station operates 18 hours daily, and features the latest recordings



and transcriptions of popular state-side radio shows. There are local news broadcasts as well as world news programs via shortwave from Los Angeles.

Midway's television station, KMTH-TV, operates seven hours (1700-2400) each day on channel 11. It features popular stateside shows as well as special Armed Services shows. (The Navy Exchange stocks TV sets.)

**Other Services**—Midway is serviced for air transportation and mail by MATS, which at present operates one turn-around flight a week from Honolulu. The station post office has money order and parcel post facilities.

Complete laundry service is provided (not for dependents), along with dry cleaning facilities (available for everyone).

The commissary store offers a good selection of foodstocks, supplies of which are always available in reasonable variety.

The Navy Exchange carries the standard line of merchandise normally found in a medium-sized mainland Exchange, usually at lower prices. (Imported products are duty free.) Selections are usually limited in women's and children's wear, especially in women's shoes. A large selection of household appliances is available.

A beauty shop provides normal services at moderate prices.

Newspapers come by air from Hawaii.

**Leave**—If you're on a 12-month tour, you may be granted 15 days' annual leave. If you request leave outside the Hawaiian area, you must show evidence of firm round-trip transportation. Leave commences when you depart Midway, and ends when you check back in. Such leave is granted only when you agree in advance to be in Honolulu making firm reservations back to Midway at least seven days before your leave expires.

If your tour is 18 months, you may be granted 30 days annual leave. Although travel may be performed via MATS on a space-available basis, evidence must be shown that you have enough money to defray transportation expenses for you and your family to Hawaii and back.





# It Takes More Than a Car To Drive On Base

**S**TAND BY for a tightening of the regulations which cover the admittance of privately owned automobiles into Navy shore installations. Your car may be turned back at the gate.

It depends on whether or not you have shown your commanding officer you possess sufficient financial backing to satisfy losses for which you may be found responsible in a car accident.

This means you must obtain auto liability insurance, which, unless you have considerable savings, or are downright wealthy, is probably the only method to satisfy claims against you as a driver.

The Navy can't require you to shell out money for auto insurance, but it can—and will—refuse you permission to drive your car on the base if you don't have it.

This also applies to driving and parking privileges in off-base areas controlled by your installation commander.

This ruling has been distributed Fleetwide in the form of SecNav Inst. 5560.1B.

It applies to you if you wish to drive or park your car within the confines of any U. S. shore installation. (If you are stationed outside the continental U. S., the instruction will apply to you when you return stateside.)

You must now possess bodily injury and property damage liability insurance in policy amounts not lower than the minimum limits prescribed by the laws of the state in which your car is used, but not less than \$5,000 - \$10,000 bodily injury and \$1,000 property damage.

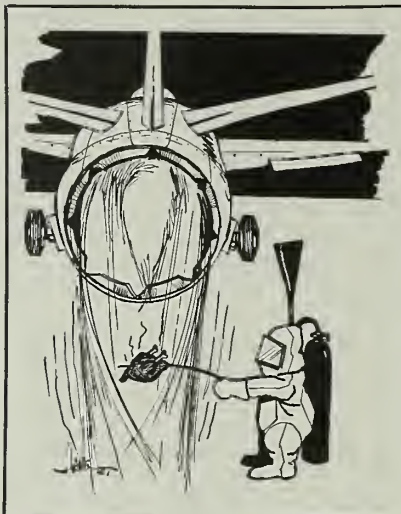
In other words, you must meet the state's minimum requirements, unless they are less than the above specified amounts. If they are, you must meet the 5-10-1 minimum.

Also, the policy must provide the same protection for all drivers you have authorized to operate your car.

To keep you abreast of your state's car insurance laws, your commanding officer will provide counseling on insurance buying and periodically publish information regarding your responsibilities.

If you're in pay grade E-3 or below, an officer qualified to explain

All Navy Cartoon Contest  
LTJG David E. Lang, USNR



the local insurance laws and regulations will counsel you when first reporting on a base, and again when you make plans to buy a car.

He will point out that judgments rendered against you as the result of an automobile accident could cost the major portion of your earnings for many years. Without insurance, you may not be able to settle damage claims promptly on your own, and may very well put your family and yourself under a severe financial strain.

In addition, commanding officers have been authorized to institute driver training classes for "problem drivers" who are frequently involved in accidents or traffic violations.

Once you meet your base's insurance standards, your CO may occasionally require you to produce evidence that your insurance is still in force. (A note of caution: One of

the conditions an insurance agency must meet when applying to your CO for accreditation is an agreement to notify him when your insurance terminates.)

If your base already hasn't, it may soon institute a permanent type of permit which would avoid the necessity of issuing you a pass each day to get your car on the base. (If such a base sticker is issued, it will be furnished at no cost to you.)

A tip: Perhaps the best way to select an auto insurance company is by asking your insured shipmates who drive their cars under similar circumstances.

If you learn beforehand how quickly the company comes through with assistance when policyholders have accidents, it may save you long delays without a car when, or if, you should have an accident.

Also, your commanding officer can give you a list of agents who have been accredited to write policies for cars being driven on your base. He can't, however, recommend one agent over another.

A complete rundown on this subject is outlined for commanding officers and base commanders in SecNav Inst. 5560.1B.

## Navy Test to Seek EMs Most Likely To Succeed in ATT

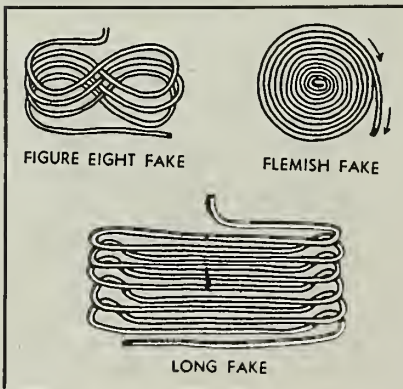
The Navy has devised a new test to improve its methods of selecting the career enlisted men most likely to succeed in advanced technical training (ATT).

The test will be given to all second (or subsequent) enlistment personnel who are:

- Qualified submariners and have not already been tested.
- Non-submariners with fewer than 12 years of enlisted service.

Navy men with more than one enlistment who have over 12 years of service may also take the test upon request. And, from now on, as soon as possible after reenlistment, the test will be given to those Navy men who are beginning a second hitch.

Although designed to improve selection for advanced technical training programs the test has immediate application to selection for nuclear power training of personnel.





The test is divided into four parts —

- Reading comprehension — this is a test of a man's ability to read and interpret technical material. It consists of two paragraphs on physical science topics. You have to answer questions based on them.

- Mathematics — this section has five sub-sections: numerical series, dependence and variance, abstract computation, arithmetic and algebra, and mathematical definitions.

- Physics — here you get questions on general science and physics principles.

- Electricity — this includes electronics as well as electricity.

Enlisted classification units in the following commands are authorized to administer the test: NTCs San Diego and Great Lakes; Naval Stations at Long Beach, San Diego, Charleston, Pearl Harbor, Subic Bay, Washington, D. C., Guam and Rota; Receiving Stations at San Francisco, Brooklyn, Philadelphia and Norfolk; HEADSUPPTACT Yokosuka; FLTACTS Sasebo; Coms 1, 8, 10, 13, 14, 15 and 17; CNABT Pensacola; CNAVANTRA Corpus Christi; NATTU Jacksonville; NATTC Memphis; CBC Port Hueneme and ScolComd Newport.

The Naval Medical Research Laboratory; Submarine Base at Groton, Conn., and Fleet Sonar School at Key West, Fla., will continue to administer the ATT to submarine personnel.

The advanced technicians test does not replace the basic test battery. The ATT, however, will be given in place of retests for the basic test battery whenever possible. Retests on the ATT are not currently authorized.

Announcement of the administration of the advanced technicians test was made in BuPers Inst. 1236.2.

## New Service Almanac Can Answer Many of Your Queries

If you like to dabble with such facts and figures as how much money you earn or how much of your pay is withheld by the government as income tax, the **1961 Uniformed Services Almanac**, a commercial, unofficial pamphlet of common and not-so-common facts about military service may be just the thing for you to use as a guide.

The **Almanac's** 150 pages cover

almost everything from Allotments to Zeus (the missile), including a complete breakdown of pay scales, medical care for dependents, buying a home, overseas schools for dependents, retirement, taxes, travel and tattoos. It also has a listing of obscure, did-you-know statistics. (Sample: 40.8 per cent of the Navy's enlisted men are married.)

## Here's How to Fill Out the Report of Enlisted Performance Evaluation (NavPers 792)

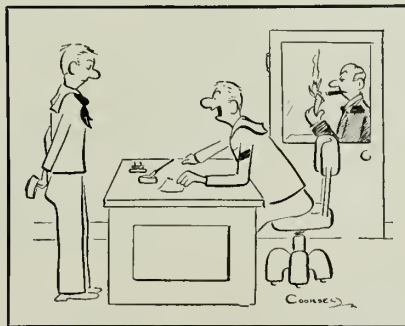
The Report of Enlisted Performance Evaluation (NavPers 792) is a form that concerns all naval personnel. It is a fairly recent form, and apart from the directives that set it up, little has been written about it.

One officer who has had considerable experience with NavPers 792, both as a division officer and a department head, is LCDR J.L. Van Demark, USN. He is the maintenance officer of Aviation Training Squadron 23, NAAS Kingsville, Texas, and offers the following suggestions and hints to those who fill out the NavPers 792:

In all cases, without exception, be objective. It is an injustice to the man — and contributes nothing to the efficiency of the Navy — to be other than highly conscientious, impartial and objective in your analysis.

As you put the check mark in the trait box, analyze his standing in the category you are grading. To decide *where* the man's grade is to be indicated, you must first come up with the answer on *why* he is to be given a particular grade.

All Navy Cartoon Contest  
Frederick E. Cooksey, RMCS(SS), USN



"The Exec is considering your special liberty chit now."

When filling out sections 6, 7, 8, and 13 . . .

- Use descriptive words with which you are familiar. The use of unusual words may seem impressive to you, but unless you use them properly your write-up will sound like a fish story.

- Avoid stereotyped phrases and trite expressions. Avoid the broken-record effect. The Report of Enlisted Performance Evaluation is not ALL HANDS Magazine and should apply to one man — not 10.

- Use a dictionary.

- Show some originality. All too often men who have been graded "outstanding" in leadership are marked with the tired and overworked comment: "Gets the most out of his men." It's obvious that the marking officer is merely lifting phrases from sections 1 to 5.

- Be concise. Simple sentences with a punch make a much better impression than paragraph after paragraph of disconnected drivel.

- Employ conventional grammar, punctuation and sentence/paragraph structure. Avoid message-type abbreviations.

- Be consistent. A high mark in the trait box warrants high praise in that category. Compare the trait box marks with the comments made later. Do they support one another? Or do they contradict one another?

- Take special pains with Section 8. On the surface this section may seem to be a duplication of Section 7. But a closer examination of the printed wording of the two sections will indicate the special purpose and requirements of Section 8.

Here's a good tip. Assemble all completed evaluation reports by rate. Then compare them. You might even plot on a graph the marks given those in the rate. Although on the one hand a smooth curve is not mandatory, on the other there should not be two main groups — one indicating "excellent" and the other indicating "poor." Taking one rate with another there are many more men in the "average" group than in the "outstanding" or "poor" groups.

And last of all, don't put off writing the reports until the day before they are due. Plan a schedule of a given number of reports each day and be sure you stick to it.

# LanShipRon FIVE Is a Fine Training Ground

**T**HE ODDS YOU'LL BECOME a commissioned officer after serving in the Navy as an enlisted man appear to be better than ever.

That's the word from Landing Ship Squadron Five, which did some research on the subject. The squadron, which operates five LSTs out of San Diego, produced statistics that show:

- Seventeen (37 per cent) of its commissioned officers had served an aggregate of more than 123 years as enlisted men.

- All the enlisted-to-officer programs for surface line commissions are represented.

Here's the breakdown:

**OCS** — Six of the squadron's officers received their commissions through Officer Candidate School. These include two lieutenants, one LTJG, and three ensigns, all with from two to seven years' enlisted service.

(Active duty enlisted men and women who hold a baccalaureate or higher from an accredited college or university with a minimum of 120 semester hours may apply for OCS training at Newport, R. I. There are no marital restrictions, although age and physical requirements vary. See BuPers Inst. 1120.29A.)

**NROTC** — One LANSHIPRON FIVE officer, an LT, was a TE2 with seven years' service when he applied, and was accepted, for the Naval Reserve Officer Training Corps.

(Unmarried Navymen who are high school graduates between ages 17 and 21 may apply for NROTC. Each year, 160 appointments are offered to enlisted men on active duty. See BuPers Inst. 1110.3.)

**Integration** — Four ex-chiefs, now LTJGs, received commissions through the Integration (Seaman to Admiral) Program. They averaged 13 years of enlisted service.

(The Integration Program is open to Navymen between the ages of 19 and 25 (and to women, 20 to 25), who have completed 30 semester hours of college, or are high school graduates with a GCT or ARI score of 60 or above. Warrant officers must have two years in grade, while enlisted men must have at least three years of continuous active duty in the Regular Navy.

**LDO** — Another former chief, a quartermaster with 15 years' enlisted service, became an LTJG, through the Limited Duty Officer Program.

(Outstanding Regular Navy warrant officers, chiefs, and POIs who have completed eight years of service are eligible to apply for an LDO commission. Recent changes to the appointment procedure provide that chiefs with 18 years and six months of service can be appointed directly to the rank of LTJG, while other appointments are made to ensign. See BuPers Inst. 1120.18G.)

**USNA** — The U. S. Naval Academy at Annapolis is the alma mater of three LANSHIPRON FIVE officers who previously served as enlisted men, including the squadron's commanding officer (a commander), who was at one time a baker striker. The other two are lieutenants who served three years apiece as EMs, one as an ET2, the other as a seaman.

(The Naval Academy is open to unmarried male enlisted men, either Regular or Reserve, who are high school graduates between the ages of 17 and 22, and who meet all the requirements outlined in BuPers Notice 1531 and the current issue of the pamphlet, *Regulations Governing the Admission of Candidates into*

*the U. S. Naval Academy as Midshipmen.*)

Two of the squadron's officers received commissions through the Reserve Officers Candidate Program, which is limited to enlisted Reserves (on inactive duty) who attend college. ROC training is conducted during two eight-week summer sessions at OCS in Newport.

In addition, aviation-minded enlisted men may be eligible for flight training under NAVCAD or AOC.

**NAVCAD** — The Naval Aviation Cadet program is open to unmarried enlisted men between the ages of 18 and 25 who have successfully completed 60 semester hours at an accredited college, or who have completed 30 semester hours and have a combined GCT-ARI score of 120 and MECH of 58. (The GED tests will be accepted in lieu of 30 semester hours.) Would-be NAVCADs must also meet the requirements outlined in BuPers Inst. 1120.20B.

**AOC** — Training in the Aviation Officer Candidate program (AOC) is open to enlisted men between the ages of 19 and 26 who possess a college degree and are qualified in all other respects.

There are no marital restrictions. There is also a Naval Aviation Officer Candidate program (NAOC) which leads to a commission for qualified men who are between the ages of 19 and 27½ and possess a baccalaureate. Training is available in various Naval Aviation Observer (NAO) and other specialty categories. See BuPers Inst. 1120.29A.

**NESEP** — The Navy Enlisted Scientific Education Program is another rewarding avenue to a career as a naval officer. NESEP is open to active duty enlisted men and women who are high school graduates, not more than 25 years of age, and have a combined GCT-ARI score of 118. There are no marital restrictions. NESEP is designed to educate highly qualified personnel in the general fields of science and engineering for unrestricted line appointment. An uninterrupted four-year college program awaits successful candidates. Upon receipt of a baccalaureate, NESEP graduates are ordered to Officers Candidate School, and are commissioned in the Regular Navy.

All Navy Cartoon Contest  
ENS Horace G. Walker, USN



"Nothing new. Watch out for the JOOD . . . XO . . . and Bo's'n. Combat has the music on, and the signalmen have a pot of coffee cooking."



# DECORATIONS & CITATIONS



**DISTINGUISHED FLYING CROSS**

"For heroism or extraordinary achievement in aerial flight . . ."

★ SULLIVAN, Patrick L., CDR, USN, for extraordinary achievement in aerial flight on 17 May 1961 as pilot of an ansubmarine helicopter, the HSS-2. Exercising keen foresight, outstanding initiative, and brilliant airmanship, CDR Sullivan succeeded in establishing a new world helicopter speed record of 192.9 miles per hour over a three-kilometer, straight-line course at Bradley Field, Windsor Locks, Conn. Through his exceptional accomplishment, he clearly demonstrated the inherent capabilities and the maximum performance of an important U. S. Navy aircraft, and focused world attention on the continued significant development of the science of aviation in the United States.

★ PRATHER, Victor A., LCDR, MC, USN, for heroism and extraordinary achievement while participating as a scientific observer in a balloon flight on 4 May 1961. In a flight for the purpose of collecting scientific and medical data and testing equipment, LCDR Prather attained a height of approximately 113,500 feet, a height greater than ever before achieved by man in a balloon flight. The collection of data and test of material were a significant contribution to the scientific knowledge and to the advancement of the Navy and the United States in the fields of flight in upper air and in space.



**LEGION OF MERIT**

"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."

★ COXWELL, Harry W., BMC, USN, for exceptionally meritorious conduct in the performance of outstanding services from 16 Jan to 15 Feb 1961 as Master Diver on board *uss Sunbird* (ARS 15). Following the collapse of the U.S. Air Force Texas Tower Number Four in the Atlantic Ocean south of Long Island, Coxwell directly supervised all diving evolutions conducted in connection with the interior and exterior

search of the twisted wreckage for casualties who perished in the disaster and for information regarding the cause of the collapse of the structure. Although confronted with almost constant sub-freezing, and periodic sub-zero, temperatures, high winds, heavy seas and driving snows, he succeeded in planning and executing a total of 174 dives without a single accident. Through his outstanding leadership, fortitude, and resourcefulness, Coxwell contributed in large measure to the success of extremely hazardous rescue and salvage operations.



**NAVY AND MARINE CORPS MEDAL**

"For heroic conduct not involving actual conflict with an enemy . . ."

★ HOSE, Barton H., MM3, USN, for heroic conduct on 19 Dec 1960 in connection with fire fighting and rescue operations aboard *uss Constellation* (CVA 64) at the Brooklyn Navy Yard. As a member of the first fire fighting party sent to the scene by *uss John Hood* (DD 655), Hose, an experienced O.B.A. (Oxygen Breathing Apparatus) operator, entered the darkened, smoke-filled lower deck spaces of *Constellation* in search of victims of the disaster, and aided in bringing several casualties to the hangar deck for removal to waiting ambulances. Throughout a period of six hours, he persisted in his rescue efforts. His knowledge of breathing apparatus proved invaluable in instructing civilian workers concerning the use of O.B.A., thereby enabling other personnel to form rescue parties.

★ MORRISON, James A., RD2 USN, for heroic conduct on 19 Dec 1960 in connection with fire fighting and rescue operations aboard *uss Constellation* (CVA 64) at the Brooklyn Navy Yard. As a member of the first fire fighting party sent to the scene by *uss John Hood* (DD 655), Morrison immediately went aboard the burning *Constellation* and aided in lowering fire hose to the hangar deck. Although he was not equipped with a breathing apparatus, he entered the burning and smoke-filled hangar deck and aided in locating and removing to safety several injured workmen who were trapped in a compartment. Morrison continued his fire fighting and rescue activities for a period of approximately eight hours.

★ RAYMOND, Donald C., Jr., HM2, USN, for heroic conduct during the period 20-22 Sep 1960 while serving with Underwater Demolition Team 11. When a U.S. Marine was transferred from *uss Cook* (APD 130) to *uss Redfish* AG(SS) 395, suffering from decompression sickness and in a critical condition, Raymond voluntarily entered the escape trunk of *Redfish* in order to recompress the patient, despite the extreme danger of a loss of pressure which could have been fatal for both men. Raymond remained pressurized throughout the entire treatment which lasted 36 hours and 13 minutes. By his outstanding skill and determined efforts, he was directly instrumental in saving a life.

★ SZCZESNIEWSKI, Jerome H., Jr., RMSN, USN, for heroic conduct on 19 Dec 1960 in connection with fire fighting and rescue operations aboard *uss Constellation* (CVA 64) at the Brooklyn Navy Yard. One of the first persons to board *Constellation* after the fire started, Szczesniewski, as a member of the fire and rescue party from *uss John Hood* (DD 655), climbed burning scaffolding to reach the flight deck and hoisted approximately 15 fire-hose sections which were urgently needed to commence fire fighting operations. He later donned a breathing apparatus and descended into the darkened, smoke-filled lower decks of the vessel in search of trapped workers. He aided in locating and escorting four victims to safety and remained on board *Constellation* for a period of 13 hours.

★ WALZ, Kenneth J., SF2, USN, for heroic conduct on 19 Dec 1960 in connection with fire fighting and rescue operations aboard *uss Constellation* (CVA 64) at the Brooklyn Navy Yard. As Petty Officer in charge of the first fire and rescue party from *uss John Hood* (DD 655), Walz organized the first hose teams to board *Constellation* and commence fire fighting operations. Hoisted to the hot and buckled flight deck, he cut holes in the deck with an acetylene torch to permit smoke and steam to escape from the hangar deck and to provide a means of employing fire hoses to fight the fire between the flight and hangar decks. Later, Walz entered the burning, smoke-filled, and unlighted hull of *Constellation* in search of trapped and injured yard workmen. He aided in locating and removing two victims and remained on board for a period of approximately nine hours.



IN LINE WITH the Navy concept that men are more than machines designed to operate other machines, one of the books selected for comment this month centers about the thesis that man's only hope for survival lies in his learning to be more human. This, and the other titles mentioned below, may be found in your ship or station library.

In *Man in Process*, Ashley Montagu discusses the ways human nature expresses itself in various societies and to what extent human nature is tailored to the specifications of these societies. He emphasizes the influence of culture in discussing such subjects as the origin of social life; the nature of war; the problem of racism; why man weeps, swears, laughs; and his local attitudes toward food. He concludes that when social behavior is not cooperative, it is diseased behavior. Try it, you'll probably find it highly interesting — and exceedingly readable.

More in the line of immediate professional interest will be *The Saga of Flight* by Neville Duke and Edward Lanchbery, and *Fate Is the Hunter*, by Ernest K. Gann, as both are centered about some aspect of aviation.

An anthology, *Saga* concentrates on important but little-known facets in the development of aviation. It includes descriptions of flight from the theories of Leonardo da Vinci to manned rockets; the early pioneers such as Lilienthal, the Wright brothers, Bleriot, Fokker, Chanute, Langley and A. V. Roe; aerial combat of the two World Wars and Korea; gliding, lighter-than-air craft and test flying. Most of the well-known heroes are referred to at one time or another and, in addition, there are quotes from such writers as Nevil Shute, Winston Churchill, Alexander Graham Bell, Guy Murchie, Ogden Nash, Charles Nordhoff and James Hall. This may very well become a classic.

*Fate*, on the other hand, is a highly personalized account of a flyer (who is also an excellent writer) who attempts to develop the theme, on the basis of his own experience, that Fate is a hunter whose quarry is man. Based upon his own life, he recounts a series of events to demon-

strate his point. All of them happen to take place in the air, or just before or after a flight. However, they might just as well have happened in the desert, on the sea or in a jungle; on a farm or on a battlefield — or in a home or business office. One never knows when, where or how fate will strike. Yet sooner or later it inevitably does and, even when it misses its mark (this time) it brings terror, fear or fright (they're not all the same) to its victims. This is the moment which separates the men from the boys. The author may very well have spent 19 years as a pilot, but he has also spent considerable time as an author. This work shows it. It has the unmistakable mark of the true professional.

*Malta Convoy* by Peter Shankland and Anthony Hunter, and *Street Without Joy* by Bernard B. Fall, bring us down to earth.

*Malta* describes a single — and important — incident of World War II. It refers to the convoy that relieved Malta in 1942 just before the date when lack of supplies would have forced its surrender. It took two battleships, four aircraft carriers, 12 cruisers and 40 destroyers to escort 14 merchant ships. Five merchantmen survived almost continuous attack by Axis submarines, torpedo boats and airplanes to reach the island and save it. Most important of these was the tanker *Ohio* with its load of fuel, for without its cargo the island would have been helpless. The story of *Ohio* is the central theme of the book. Her back was

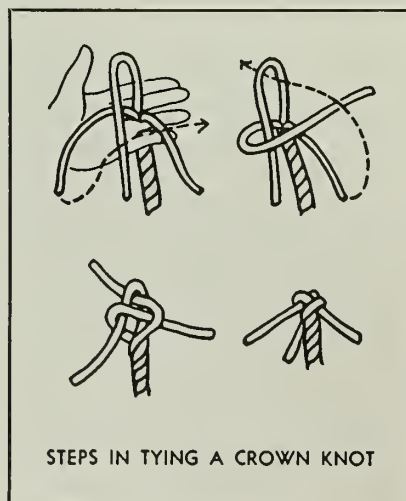
broken by enemy attack, her engines put out of commission, she was abandoned and reboarded, abandoned and reboarded again. When she finally reached Malta her decks were awash, but most of her cargo was still good. An almost believe-it-or-not yarn.

*Street* is not a cheerful book. It is the story of the battle between the French and Communists in Indochina from 1946 to 1954. More important, perhaps, it describes in detail the type of guerilla warfare that proved so effective against the French. Dr. Fall makes the point that, under the circumstances, the mechanized power used by the French was utterly useless. The Viet-Minh were able to make use of the jungle to nullify French mobility and power. Even when the French took the offensive, the initiative remained with the Viet-Minh who could attack at will from the jungle, choose their targets, then retreat to the jungle again. He makes the point that it took the French too long to unlearn the "lessons" based upon World War II and Korea. Not a cheerful book, as we said before; but it will be an important one to those whose business is guerilla warfare. Dr. Fall leaves the reader with the idea that, in this area, we are as children playing at a man's game.

However, the fiction selections for this month will do much to take you away from your troubles.

*Manila Galleon* by F. van Wyck Mason, is a fine yo-ho-ho number in which heroes and villains both receive their proper come-uppances in the finest Mason style. As is usual with Mason, he has selected an actual incident of history, then adapted it to his fictional talents. This time the scene is laid in 1740 with England at war with Spain. Commodore George Anson is the protagonist and the action centers about his efforts to harass the Spaniards along the western coast of South America. The capture of the Manila Galleon, the richest of all prizes, provides the highlight of the action. Mason draws an excellent portrait of Anson as "The Father of the Modern Navy."

When blood and thunder palls, you might turn to *Lanterns and Lances*, by James Thurber. For those who are familiar with his work, no description is necessary. To those who are not, any description is impossible. Anyhow, Thurber is back.



STEPS IN TYING A CROWN KNOT



# CAREER NAVY

1841-65



## ALL HANDS BOOK SUPPLEMENT

The period from 1812 to the Civil War might well be considered the longest period in which the U. S. Navy was at relative peace. Yet, even during this time it continued to fulfill its primary function. The career of Captain William H. Parker well illustrates the duties and responsibilities faced by the Navy during this era.

I ENTERED THE U. S. NAVY as a midshipman on the 19th day of October 1841, being then 14 years of age. I was almost immediately ordered to the U. S. ship *North Carolina* and on the 27th reported for duty to Commodore M. C. Perry, then commanding the station at New York.

I well recollect my extreme surprise at being addressed as *Mister* by the commodore and being recalled to my senses by the sharp *William* of my father who accompanied me to the Navy Yard.

The ship was at anchor in the North River off the Battery; had a fine complement of officers and men and was kept in fine order. She was one of the largest of our line-of-battle ships, or 74s, as they were generally called. One of the midshipmen informed me the next day that she was called a 74 because she carried 80 guns.

When I arrived at her quarterdeck the Marines were drawn up for drill, the band was playing and a large party of ladies was promenading the poop deck. These sights, taken in connection with the unaccustomed smells (for this ship had always a curious odor of rum, tar, bean-soup and tobacco combined), tended to confuse me terribly. The one definite recollection I have is of a midshipman (whom I had met

the day before in Commodore Perry's office) passing us and recognizing my father with a touch of the cap so jaunty and debonair that I thought, if I could ever attain to that perfection, I would be a naval officer indeed.

My father soon left me and I was taken below to be introduced to my messmates, of whom I found about 30, messing in the gunroom and sleeping on the orlop deck. During the first day I was in a constant state of excitement; the frequent calling of all hands, and the running about caused me to think the ship was on fire, and I repaired to the quarterdeck many times to see what the matter was.

Several of the midshipmen hung about me, watching a chance to perpetrate their jokes; but a green-horn like myself, happening to complain to them that he "could not find Cheeks, the marine, anywhere," caused me to smile, for I was well up in Marryat's novels—so they let me alone with the remark that they supposed my father and brother (both of whom were in the Navy) had put me up to the usual Navy jokes.

ABOUT THIS TIME all hands were called to stand by the hammocks, and my surprise was great when I saw the hammocks taken out from the nettings; for I had previously supposed that naval officers, taking the hint from General Jackson's defenses

From *Recollections of a Naval Officer, 1841-1865*, by Captain William H. Parker, Charles Scribner's Sons, New York, 1883.



**MANY BUTTONS** on jacket was feature of uniform worn by Naval Academy 'cadets' in early years.

at New Orleans, had stuffed the sides of ships with bags of cotton to resist shot. Fortunately, I kept my thoughts to myself.

When I was taken down to the orlop deck and saw the hammocks swung I could not imagine how I was to sleep in, or rather *on* one; for, not knowing that it was not unlashed, and that it contained inside a mattress and blankets, I thought it was the way of sailors to sit straddle of it and repose in this unnatural attitude.

It caused me much unhappiness that night in the gunroom, and I thought I had better perhaps, resign and go home at once. However, at two bells, when we all went down to turn in, I was much relieved to see the hammocks spread out into a more reasonable shape.

Here another surprise awaited me: Up to this time I had suffered much with earache, and my mother had caused me to wear nightcaps — there was nothing strange to me in this, as other boys wore them at my boarding school — but it seems that it just wasn't done in the Navy. My caps were of many colors — red, blue, green, etc., for they were made of remnants of my sisters' dresses. Now, as I made my final preparations for repose, I opened my trunk and put on a close-fitting nightcap. It was the signal for an indescribable scene of confusion. If I had put on a suit of mail it could not have caused greater astonishment among these light-hearted reefers.

They rushed to my trunk, seized the caps, put them on and joined in a wild dance on the orlop deck, where red caps, blue caps, white caps — all colors of caps — were mingled in infinite variety. I had to take mine off before turning in, as it really did seem to be too much for their feelings; but I managed to smuggle it under my pillow and, when it was all quiet, I put it on again; but when the midshipman came down at midnight to call the relief he spied it, and we had another scene. This was the last I ever saw of my caps. I have never had one on since and consequently have never had an earache.

**A**BOUT THE LATTER PART of November the ship was taken to the Navy Yard, laid alongside the wharf and made comfortable for winter by building houses over the hatches, closing in the half-ports, and the like. Our time was occupied in keeping our watches and learning navigation under Professor Ward. I, for one, soon learned to work all the rules in Bowditch's *Navigator*; though, if the truth be known I did not exactly understand what it was all about, nor did I learn until I fairly got to sea on my first cruise. Few explanations were given as to theory, as well as I remember.

The Navy at that day was, as to the officers and men, very similar to the British Navy; the same jokes were perpetrated and the same characters existed.

We had on board *North Carolina* some sailors who had been in *Constitution* when she captured *Guerriere*; and some who were in *United States* when she took *Macedonian*, and others who had served under Commodores Perry and McDonough on the Lakes; and it was the custom in the gunroom at night to get them to sing the old sailor ditties of "*The Constitution* and the *Guerriere*," "*The Wasp* and the *Frolic*," "*The Enterprise* and the *Boxer*," and similar songs. Of course, I looked upon these men as not only heroes, but Methuselahs as well.

**T**HE MIDSHIPMEN were constantly changing during the six months I was on board this ship. As vessels were fitted out, drafts of reefers were sent to them, and new ones were constantly arriving. Because of this, our mess was kept in a disorganized condition and our money would give out before the end of the month, so we would go for several days without regular meals.

I have good reason to remember this fact. I joined when the mess was in this condition. The caterer did not ask me for my mess bill and I never thought of offering it; in fact, I did not know how the mess was supplied and had an idea that the government furnished it.

The day after I joined, I was invited to breakfast with the lieutenants in the wardroom. I had not much appetite and when I left the table one of the lieutenants said: "Youngster, this will never do; you must learn to eat your ration."

To my extreme surprise, we had no dinner in the gunroom that day, and no supper. The table was not even set. It seems that during this kind of a time the midshipmen lived upon the bumboat and skirmished on the berthdeck for a living. I knew nothing about that, and was too proud and bashful to make any inquiries. No one thought to give me any information.

Saturday, the following day, was the same. I frequently thought of the ration alluded to by Lieutenant Armstrong and wished I could see it. On Sunday after muster, the sailing master told me my father wanted me to come ashore in the one o'clock boat and said the first lieutenant would give me permission if I asked him.

I was rather astonished to hear this, for I had supposed that I was to remain on board three years without going on shore, and had been wondering how long I could hold out without eating.

I caught up with my father on Fulton Street, and getting some money from him, went to a stand and



purchased some pies and cakes which I immediately commenced devouring. My father seemed surprised and asked me how I liked it on board ship.

I told him that I did not like it at all; that they had no meals there. He, thinking that the midshipmen lived, perhaps, on the ship's rations—salt beef and hardtack—and that I did not like it, replied that I would get accustomed to it. I told him no; that I had never been used to going without meals and that I was too old to learn; it might do for other midshipmen, but I could not stand it; and finally, as to returning to that ship and trying to live without eating, I couldn't and I wouldn't.

My father failed entirely to comprehend the actual condition of our mess, and we continued the conversation until we arrived at our destination. We had an excellent dinner and I rather suspect my performance at it somewhat astonished our hosts. We had tarts for dessert. I ate about 12, and there was one remaining on the dish. Observing me to eye it rather hard, our kind hostess said: "William must have this, because he is a sailor boy." The sailor boy took it without a word.

It was now time to set off for the Battery, as I was ordered to return in the sunset boat. I unwillingly accompanied my father and, though I was dressed in a midshipman's jacket and trousers with a smart dirk at my side, I was a little enough fellow to hold him by the hand. Upon our arrival at Castle Garden we found one of the older midshipmen who explained the condition of affairs to my father. He said that the next day, being the first of the month, everything would be all right and meals would be served regularly. Upon this assurance I consented to return, but took the precaution to lay in pies and cakes enough to last me several days.

Upon our return to the ship one of the older midshipmen surprised me by an invitation to an oyster supper that night. I cannot say I felt hungry, but I accepted. The next morning, to my great gratification, we had a regular breakfast. We always had to go through this as long as I was on the ship; it was "bite and cry" for the last three days of every month, but I knew the ropes by then and could skirmish with the best of them, and my experience taught me to look after the greenhorns on such occasions and see that they got enough to eat.

*Following this informal introduction to the customs of the Navy, Midshipman Parker saw duty on many historic ships and in many parts of the world. His service appears to have been more than satisfactory for, following the Mexican War, he was appointed as one of the first midshipmen to attend the new Naval Academy at Annapolis. His account of this period follows.*

**I** REPORTED FOR DUTY at the Naval School, Annapolis, in September 1847. The school had been established here in 1845 by the Honorable George Bancroft, then Secretary of the Navy. Earlier, the school was held at the Naval Asylum, Philadelphia.

At the time I joined the school it presented a far different appearance from what it does at the present time. The place had been known as Fort Severn, and was transferred to the Navy by the War Department March 15, 1845. The fort was built in 1808 and mounted a few 24-pounders at which we were

drilled. Near the water's edge six 32-pounder guns were mounted on a platform built to represent a section of a ship's deck, and we were also exercised at these guns.

The walls enclosed but nine acres in all, and the professors and midshipmen used the buildings left by the Army. There was not a new building on the grounds. The large barracks-rooms were used as recitation rooms and quarters. Two small gunhouses were turned into quarters also.

The curriculum embraced gunnery, infantry tactics, steam, mathematics, navigation and nautical astronomy, natural philosophy, chemistry, English grammar and French. The midshipmen were supposed to be prepared in seamanship, and there were no vessels attached to the school.

The instruction in mathematics, nautical astronomy and navigation was very good, and that in natural philosophy, French, gunnery and steam was fair. The chemistry, English grammar and infantry tactics we paid little attention to. The two last were taught only on Saturday and we made quite a farce of the recitations.

In the Spring of 1848 Mr. Copeland, a distinguished engineer, gave us some interesting lectures on steam; and about the same time Lieutenant Dahlgren drilled us a few times at the guns, and gave us some practical instruction in filling shells, driving fuses, and the like. There were about 100 men in the class, and as we had all been to sea about six years, I'm afraid we gave our superintendent much trouble.

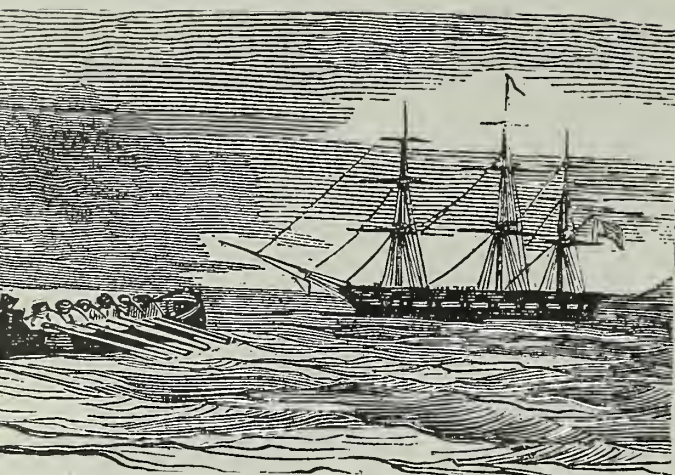
**T**WO DUELS WERE FOUGHT during the session. The first was fought inside the walls of the school—the parties left the supper table in advance of their classmates and, going behind the ten-pin alley, in a few minutes one of the principals had a ball in his hip and the affair was over.

When he was carried to his room, Dr. Lockwood was sent for, and it was intended to pass it off as the result of an accident. The doctor silently probed

**OLD-TIME MIDSHIPMEN** were often mere boys, as shown in this print of a ship's captain and a 'mid.'







LOTS OF MUSCLES were needed in the sailing Navy. Here oar power propels a pulling boat toward frigate.

the wound and then suddenly said: "What distance?"

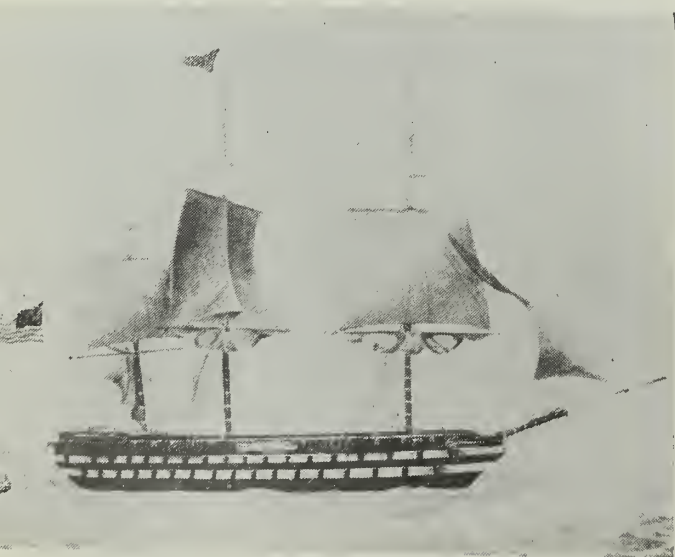
"Ten paces," replied two or three middies without pausing to think.

A short time after this another duel was fought in Bladensburg and one of the party was wounded in the hip as before. The Secretary of the Navy was very indignant at these affairs. The impudence of the parties in the first case, in selecting the grounds of the school for fighting, was what he said he could not get over. The parties engaged — seconds as well as principals — were dismissed from the service by President Polk.

About three years later they were reinstated by President Taylor. Only two of the principals chose to return to the Navy.

In July 1848 I passed my examination and became a passed midshipman, eligible to promotion to all grades above it and entitled to wear a star on my collar to back the anchor already worn there.

In September I was ordered to the frigate *Con-*



FIRST SHIP — Midshipman Parker's first ship was the line-of-battle ship *North Carolina*, a large '74.'

stitution fitting out at the Boston Navy Yard for the Mediterranean, but the ship was largely stocked with passed and other midshipmen and, not wishing to pass another cruise on the foredeck or quarterdeck carrying messages, I applied to have my orders changed to *Yorktown*, a sloop-of-war fitting out for the coast of Africa. The Secretary of the Navy granted my request and remarked that he expected that I was the only officer who had preferred a sloop on the coast of Africa to a fine frigate in the Mediterranean, but I was looking forward to promotion and a watch, and I got it.

**YORKTOWN** was a third-class sloop-of-war of 560 tons and carried a battery of sixteen 32-pounders. She was a staunch little craft and a good sea boat. I do not propose to give a detailed account of the cruise. A two-year's stay on the African coast does not, as a general thing, present much variety of incident. The object of keeping vessels on the coast was to capture slavers and protect our own lawful traders. The English and American governments kept squadrons of a certain number of guns in accordance with a special agreement.

We sailed from Boston 22 November and had a very rough passage across the Atlantic. I had been in heavy gales in the Gulf of Lyons, pamperos off Monte Video and northers in the Gulf of Mexico, and thought I knew what bad weather was, but this experience in the Atlantic on the 40th parallel exceeded anything I had before dreamed of.

When we were not scudding we were lying to, and had not the little ship been a very good sea boat, she must have foundered. I have seen her hove to with only a tarpaulin in the mizzen rigging and not a rag of sail on her forward, rising to the seas and not shipping one. For many days we in the steerage did not pretend to wear shoes and stockings. Everything was wet, for the steerage was ankle deep in water. However, we arrived safely at Madeira.

**WE SAILED FROM PALMA** about 30 Aug 1850, on what was to prove the last cruise of *Yorktown*. We had fresh trades and fine weather to make the Cape Verde Islands. We expected to meet our relief, the sloop of war *Dale*, at Porto Praya whence we would sail for home. It may be imagined that we were all in fine spirits. Our cruise was up; we had lost but one or two men by sickness, there had been no courts-martial, and nothing had occurred to break the harmony existing on board.

The second day out I remember that when I marked the chart in the wardroom, I called attention to the fact that we were abreast the point where Captain Riley was wrecked in the brig *Commerce* in the early part of the century and he and his crew made prisoners by the Arabs.

We made the island of Bonavista as expected and on the 4th of September ran along the eastern side of the island of Sal with a strong trade wind blowing. At sunset that day we hauled round to the south point of that island and shaped a course to pass to the northward of the island of Mayo. There was some discussion as to this, for the usual course was to go to the southward of Mayo but no danger was anticipated as there was plenty of room and to spare between Mayo and the island to the northward of it.



The ship was under top gallant sails and the lee clew of the mainsail, and running nine knots with the wind on the starboard quarter. At 1 A. M., we hauled up the mainsail. I had the morning watch and at 4 A. M., relieved LT Caldwell who, after passing the orders, talked about the good breakfast he expected to wake up to in Porto Praya, where we expected to arrive by 8 A. M.

The captain who had been up all night came out of his cabin and asked me how far I thought we were from Mayo. The peaks visible to us were some distance inland and it was difficult to judge.

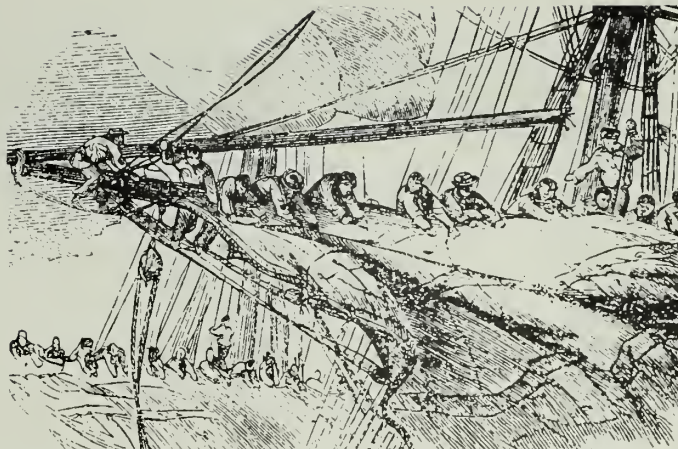
**O**UR LOOKOUTS were cautioned to be on the alert and I had scarcely issued the order when the forecabin lookout called out: "Breakers ahead!" It was just before 5 A. M. and the day was beginning to dawn. I immediately slapped the helm hard down and manned the lee main braces, intending to brace up aft, but she had hardly come up a point when she struck, and fetched up all standing. It was a miracle that the masts did not go over the bows.

Upon sounding the bell it was found that there was already much water in her, and we manned the pumps and commenced pumping. By this time all hands were on deck. The first lieutenant, Mr. Rootes, had just relieved me when the carpenter came up and in a low, calm voice said: "It is no use to pump, the ship's bottom is knocked out."

So it was; she had struck on sunken, sharp-pointed rocks and as she rose and fell with the sea, which was pretty heavy, the bottom was crushed in and the water tanks and other articles in the hold were rammed up against the berth deck beams.

Finding that it was useless to try to save the ship we now turned our attention to the saving of life and material. The boats were hoisted out and lowered and towed astern, and the upper masts and yards were sent down on deck. The ship had now settled down on the rocks with the water about knee-deep on the berth deck.

When day broke we found we were on the north end of Mayo island, about a mile from the shore. The purser's safe with the ship's money and books were taken up into the cabin and the men were



**TAKING IN CANVAS** was one of the more rugged details of wind-ship seamanship. This was a rough job in bad weather in CAPT Parker's day.

ordered to bring their bags up on the spar deck. While we were engaged in this the ship suddenly fell over on her starboard beams ends, and there was a rush for the boats.

The officers and our best men, however, stuck to the ship and clambered up the sides to the weather rail. The masts were cut away and although some men were aloft at the time, they were rescued unhurt. The ship now lay completely over on her starboard side, with the water over her hatchways.

She had no air-ports and the lower deck was lighted by dead lights let into the spar deck. As the ship capsized, the pressure of the air forced out all those on the port side. Two of the wardroom servants who were caught below took refuge in the master's room and thrust their hands through these openings with loud cries for assistance.

The boatswain, Mr. Young, and the gunner, Mr. Oliver, who were conspicuous for their activity and courage on this occasion, cut the hole larger with axes and soon got them on deck. The boats being loaded to the water's edge were sent ashore to land their men and we hung on to the wreck to await their return. In the course of an hour the ship was formally abandoned without the loss of a man.

**TWENTY YEARS** after Parker reported there, the Naval Academy and the surrounding area looked like this.





# TAFFRAIL TALK

JULY MARKED THE WINDUP of a second tour with ALL HANDS, and a near-23-year stint of sailing, for Master Chief Journalist William J. Miller, USN.

Bill took the two stars of his E-9 status with him into the Fleet Reserve on that date. From now on he'll be devoting his energies, and his considerable writing talents, to a government publication in the Washington, D. C., area, as a member of Uncle Sam's Civil Service.

A long-time pillar of the Fleet Reserve Association, Bill plans to continue serving the Navy strongly through that organization. And, just to keep his hand in, he hopes to contribute to Navy publications frequently in the future.

You don't write an epitaph for anyone with as much get-up-and-go as Bill Miller. If you can sum up 20-plus years of honorable and productive naval service in a few words, however, in his case it would go something like this: He wore the uniform of his service with pride, and every day of his service — up to and including the last one — he was a good Navyman.

We'll miss him.

Bill's retirement wasn't the only change occurring within ALL HANDS' only partially air-conditioned quarters last month, either.

Guirino (Jerry) Paluzzi, DMI, USN, that Ancient Mariner of the Art Department, bundled up the tools of his trade and departed for the frigid Pentagon — more specifically, to USN Flag Plot, for duty.

An Art Department mainstay here for the past two and a half years, Paluzzi is scheduled to assume his CPO's hat next January — and there are those among his present shipmates who strongly suspect that his defection stems from a desire to avoid a humdinger of a wetting-down ceremony.

Replacing Paluzzi's fine touch will be a tough task, but we think we've come up with a young man to do just that. He's seaman apprentice Jim Krause, a Long Island, N. Y., native just reported aboard fresh from boots at NTC Great Lakes. It'll be through the medium of Jim's cartoons in the foreseeable future that we'll be reminding you to Pass This Issue Along to Nine Other Readers. Please.

★ ★ ★

Any Pacific Fleet area baseball manager hunting for an outfielder with "the good whip" might do worse than scout a prospect currently serving aboard USS *Haverfield* (DER 393).

He's Charles Patrick (Fireball) Fullman, RMSN, USN, whose high hard one has replaced the line-throwing gun aboard his ship.

According to the CruDesPac News, Fireball got his first chance to showcase his good right arm during recent refueling operations at sea with the Seventh Fleet. With teammates and shipmates urging him on, the centerfielder of *Haverfield's* softball squad grasped a baseball attached to a light line, took a full windup, and fogged his fast one dead-center onto the main deck of the radar picket destroyer USS *Higbee* (DDR 806), setting the stage for a subsequent highline transfer.

It's become routine now, we understand. *Haverfield's* line-throwing gun has been permanently relegated to the bullpen — and when there's a line to be passed to another ship, the word is passed for Fireball.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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The Bureau should be kept informed of changes in the number of copies required.

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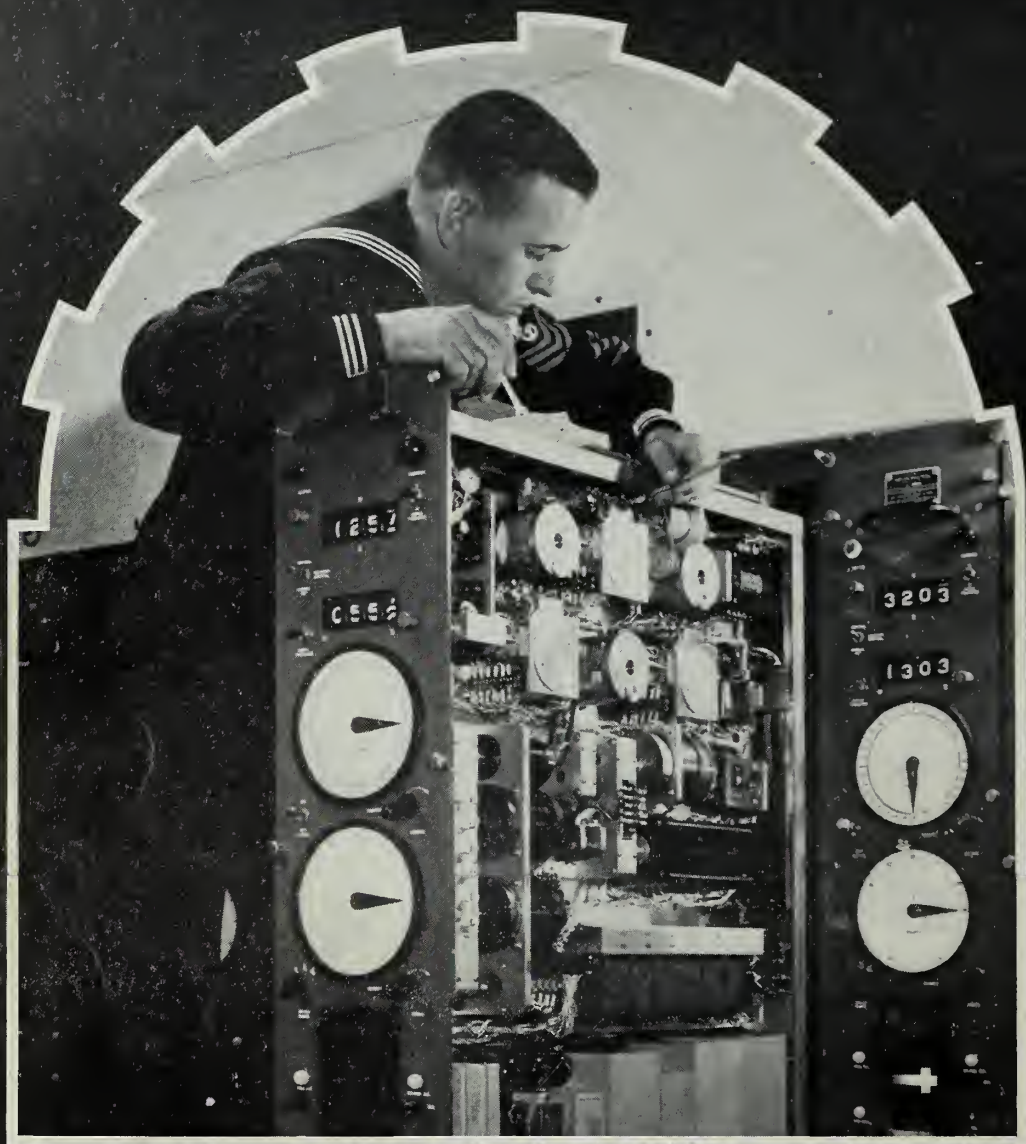
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### • AT RIGHT: GOOD EATING —

Submariners stationed at Pearl Harbor Submarine Base have, it might be good when it comes to eating. Their mess was runner-up for the Ney Award ashore this year.







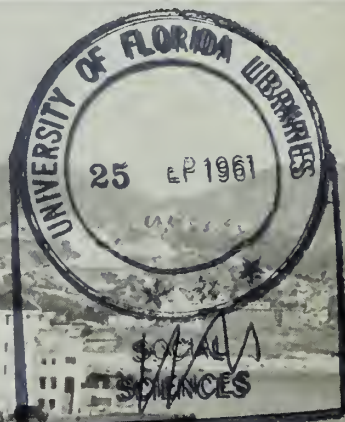
**The Most Vital Cog**  
**NAVY**  
**MANPOWER**



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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SEPTEMBER 1961





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1961 Nav-Pers-O NUMBER 536

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The Chief of Naval Personnel

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The Deputy Chief of Naval Personnel

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● **FRONT COVER: FAR AWAY PLACES** — Navymen of VF-142 watch Kowloon pass in background as USS Oriskany (CVA 34) pulls out of Hong Kong after a week's stay in one of the most interesting ports in the Far East.

● **AT LEFT: STEPPING OUT** — Sailors from Naval Receiving Station, Brooklyn, N. Y., look smart as they march in parade down Broadway.

● **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



SECRET SYSTEM—Tropical bat is photographed in dive for a fish by scientist making studies for the Navy.

# Salt Water Biology

**E**VERY SEAFARING MAN who has seen the luminous seas of the tropics and flying fish flashing in silver streaks in the distance, or porpoises leaping through the water off the bow must have been awed by the variety of life that exists in the ocean around him.

Since the oceans of the world are the Navy's operating medium, the Navy has a particular interest in its inhabitants. Many of the denizens of the deep are microscopic, or at least very small. Others are anything but microscopic. The whale for example, is the largest animal living on the face of the earth.

Rather than start at the bottom and work our way up, let's start with the small and work our way to the large. A good place to start when thinking small is with algae.

Algae are not necessarily sea organisms. They exist in fresh water as well. An alga is a plant, and often has stems and leaves with a complete vascular system, as do the

leaves of trees and plants with which everyone is familiar.

Algae are not particularly impressive to look at — the last time you saw an example of it, you probably called it scum — but it is important.

Like all plants, algae use carbon dioxide and cast off oxygen. People do it the other way around. Scientists are looking for a way to cultivate algae in sufficient quantities to use in space ships as oxygen supply. Right now, it would generate a good supplementary supply, but enormous quantities of the plant would be necessary to sustain a crew on a long voyage.

One of the more useful qualities of algae, aside from its oxygen-producing ability, is that it multiplies at a rapid rate and is edible. It has been baked into cookies and pressed into tablets, not only for prospective use by future spacemen, but as a supplement to diets in countries where food (especially proteins) is sometimes hard to come by.

**A**NOTHER SMALL ORGANISM, this time an animal, that the Navy has found interesting enough to merit research, is a small grub unofficially called a wood gribble (a kissing cousin of the shrimp). These animals are not microscopic, but are very minute (about  $\frac{1}{8}$ " long) and can cause an enormous amount of trouble when they make themselves at home in marine woodwork. The Navy is not interested in cultivating them, but in exterminating them.

The job of doing something about gribbles fell to scientists under contract to the Biology Branch of the Office of Naval Research.

From the moment that gribbles were placed under the business end of a microscope, they had no private life. Scientists were probing their entire chain of vital processes in order to pick out the chain's weak link. That is, to select the vital process most readily controlled by external means.

Studies on what gribbles ate were



made, as it wasn't known at that time whether the wee beasties actually ate the wood in which they burrowed, or whether they burrowed to provide themselves with shelter or for some other reason best known to gribbles.

Marine biologists discovered that gribbles produced an enzyme called cellulase. This is the essential enzyme in the digestion of cellulose in wood. This meant that the gribble uses wood for food.

Knowing this, scientists were able to come up with an enzyme inhibitor which denied the use of the wood to the gribbles as a food and thereby controlled the production of the animals themselves.

**A**NOTHER OF THE SMALL animals that inhabit the oceans and which have been seen at the depths probed by the bathyscaph and bathysphere all the way up to the surface are the planktonic or weakly swimming animals and plants. Their variety is almost endless, and they exist in sizes so small that a large group of them appear cloud-like up to the larger sizes which you can see individually with the naked eye — if you have good eyesight.

If you have ever seen blankets of color on the ocean's surface, or seen the red of the Red Sea, you were looking at plankton.

Plankton (at least most scientists think it is plankton) gave mariners a jolt when echo sounding came into use and enabled ships to record the depth of the ocean bottom while underway. Scientists discovered the ocean had a false bottom. Shortly after this discovery, however, World War II was upon us and sound waves went to war.

As a result of research done by the Navy, a 300-mile-wide area off the coast of California was revealed to have a movable sound-scattering layer of some kind between 1000 and 1500 feet below the surface.

Work after the war revealed that the false bottom is not only found off California's coast, but is almost world-wide in the deep ocean. It was also discovered that, during the night, the bottom lies close to the surface while it recedes shortly before daybreak to a depth well out of reach of the sun's rays.

Disappointing attempts have been made to photograph and sample the composition of the false bottom and no conclusions have been formulated so far regarding its make-up.



**UNDERWATER JUNGLE** has many strange sounds yet to be explained.

As mentioned before, scientists are pretty sure that the layer includes plankton. Many planktonic creatures rise and sink in the presence of light and are known to make vertical descents of hundreds of feet in order to avoid it. The sound-scattering layer seems to move somewhat the same.

There is still doubt as to why the layer rises regularly during the night instead of remaining in the deep as during the day. It may be that the plankton seek to elude enemies lurking in the deeper levels or maybe they find a greater abundance of food at the surface at night — perhaps both.

There is also a theory that the layer is composed of fish. This is plausible because, of all structures

in marine animals, the air bladder of fish is the most likely to send back sound echoes.

The evidence shows that large concentrations of fish exist over the continental shelves and in certain parts of the deep ocean where food is particularly plentiful.

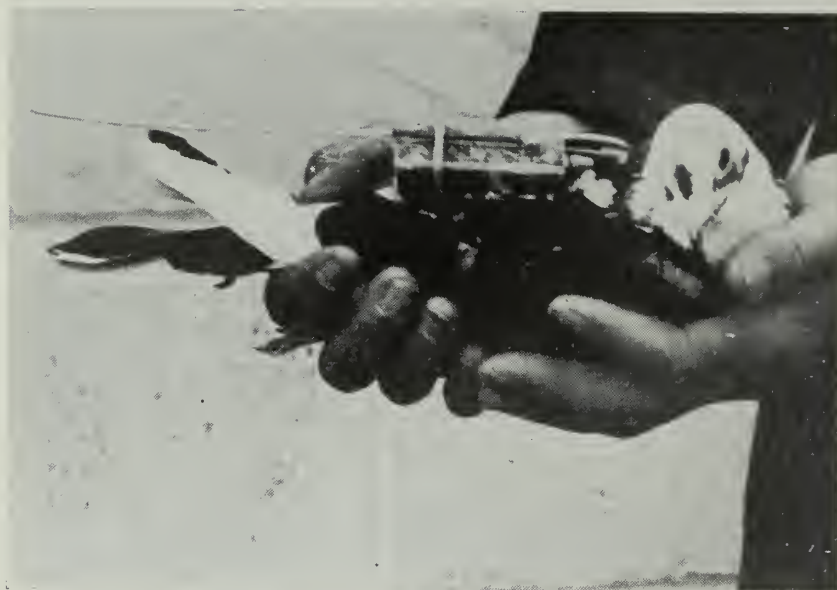
A third unsubstantiated theory puts forth the idea that the layer is composed of squid. Adherents to this theory point out that squid hover in the protective darkness of the ocean until they can safely ascend to the plankton-rich surface areas in order to feed.

They also point out the fact that squid is the sole food of the sperm whale found in all temperate and tropic oceans and are also an important part of the diet of other

**FULL THROTTLE**—Navy biologists are trying to find out what enables the porpoise to keep abreast of, or even ahead of, fast Navy ships.







**ON THE AIR**—Bird-tracking system developed for Biology Branch of ONR may also help unlock mystery of the fast-moving porpoise.

species of whales, seals and many sea birds. They are also big enough to send back echoes.

While science ponders the problem, the false bottom of the ocean continues to rise and fall. When underwater television techniques improve sufficiently, scientists will probably have an answer.

**S**ONARMEN AS WELL as marine biologists can tell you that fish are noisy creatures.

Their noises are known to act as guides to attract mates, and may be used for other purposes.

Recordings of fish noises have been made and they exist in a surprising variety, ranging from what

biologists call grunts (but which sound more like throbbing drums) to steamboat whistles, sighs and sobs. Many of these noises have been recorded against the castanet-like clicking of shrimp and other shellfish.

Hydrophones have been lowered in the Pacific for the purpose of listening to the noises of the underwater jungle — and jungle-like it is. They pick up growls like those of a wild boar and roars that sound almost seismic.

Practically everyone is familiar with the remarkable jumping and swimming ability of the porpoises and knows about their extraordinary intelligence. Science is just begin-

ning to devise ways, however, of measuring exactly how fast porpoises actually swim. Most sailors have seen them keeping abreast or ahead of fast ships. Marine biologists are not convinced that this is the porpoise's own doing — he may be taking advantage of currents set up by the ship.

**R**ECENTLY A RADIO DEVICE has been developed which scientists have attached to birds in order to chart the patterns of their flights. With modifications, the same device may soon be used on porpoises, whales and other marine creatures in order to chart their speed, depths and endurance. So far, metering the capabilities of large sea creatures in captivity has been inconclusive because they never perform at their peak ability.

Scientists have played the noise of killer sharks in an effort to frighten a porpoise into a burst of full speed. Apparently the hi-fi used by the scientists did not measure up to the standards of the porpoise because he was not fooled.

Scientists have been taking a close look at fish in general and catfish in particular, in order to find out how they are able to predict the approach of a seismic shock far enough in advance to get out of the way.

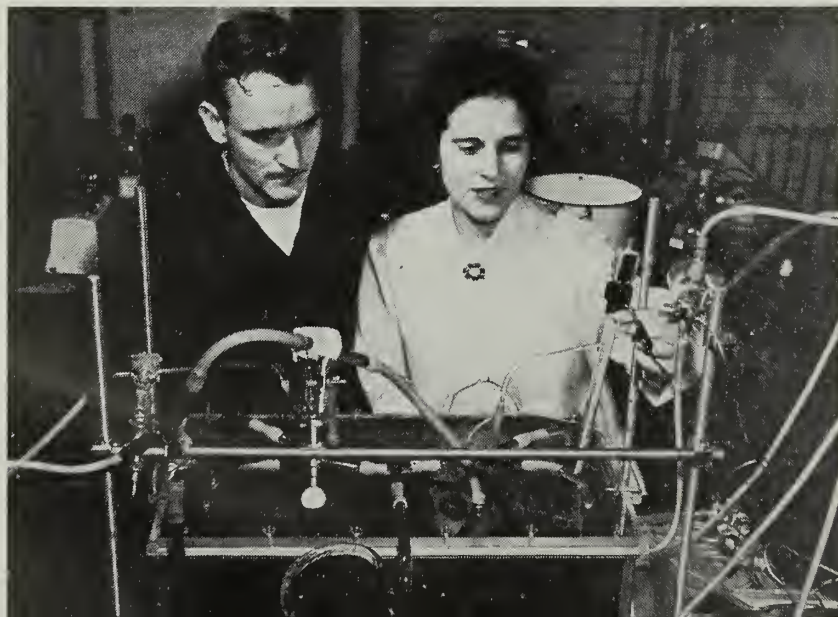
If people could do as well in their predictions of approaching earthquakes, there would be considerably less damage done to human life and limb.

Studies are being made to find out how some bats are able to detect the presence of fish below the water, so as to dive at the right moment to pick up the hapless fish in their claws. Studies are also being made to find out how fish swim in schools with such precision; how they avoid colliding with other objects; how one species of fish can come to a sudden dead stop.

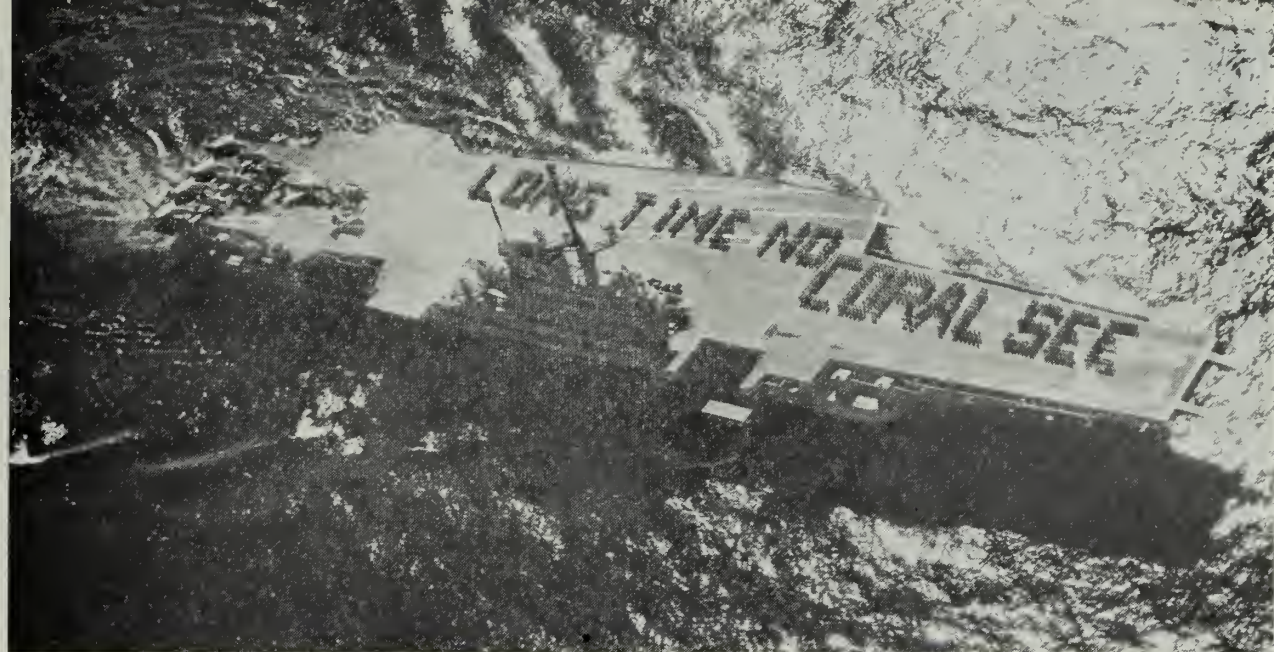
These are just a few things which have immediate application to the Navy. Scientists are quick to point out that they are not studying marine biology to make men or ships like fish, but when these mechanisms are worked out, scientists may be able to establish new concepts that will be useful. They may also be able to establish electrical and mechanical analogs of immediate interest to Navy guidance, communication and navigation systems.

— Robert Neil.

**FOOD FOR THOUGHT**—Biological chemist at Naval Research Laboratory explains an experimental alga gas exchanger to Navy corpsman.







## Homeward Bound

**T**O HISTORIANS, Coral Sea was a strategic battle of World War II. To the Pentagon, the name *uss Coral Sea* (CVA 43) represents one more supporting member of our Far Eastern defenses.

To the nations of the Pacific, she is a symbol of our determination to protect the rights of free countries against aggression.

To the men and officers who find their home in *Coral Sea*, she is a noisy gray monster smelling of fresh paint, cooking bacon, NSFO, gunpowder, burning JP-5 and ozone.

To the families of 3500 *Coral Seamen*, she is an address on letters, packages and postcards, as well as a sign for celebration as she arrives at Pier Three North, NAS Alameda, from points west.

For nearly nine months in 1960-61, she spent many a day at sea

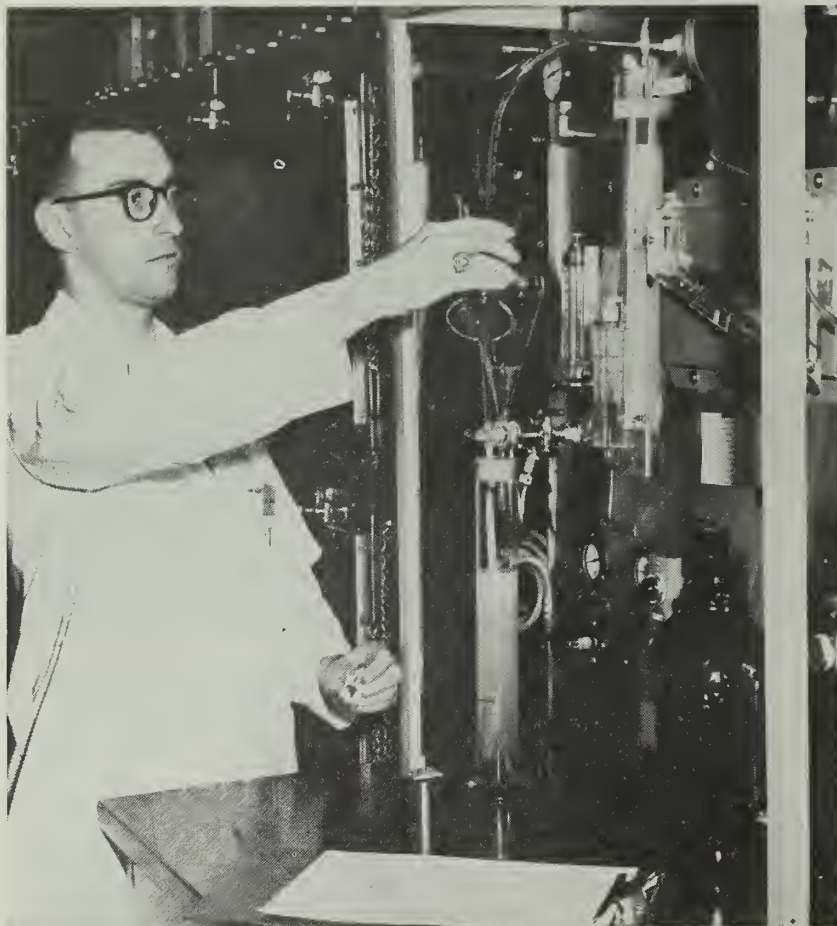
carrying out her primary mission, that of serving as a deterrent to war. Almost equally important, she helped share the American way of life with our Asian allies.

As usual, it was a busy cruise for *Coral Seamen*.

*Clockwise from top:* (1) Punster crew members spell out "LONG TIME NO CORAL SEA" as carrier steams homeward. (2) Oriental architecture causes photo-minded sailors to record scene on film. (3) Typical underway scene is recorded as Fleet oiler fuels carrier. Here *uss Navasota* (AO 106) pumps fuel to *Coral Sea* during Operation "Pony Express" held in South China Sea. (4) Straining on bridle, A3D *Sky Warrior* begins catapulted take-off, for one of 9371 sorties flown by CAG-15 aircraft during the cruise.







TESTING GEAR—V.D.F. Douglas, HM3, USN, checks equipment used in experiments on air contamination by BuMed's Toxicology Unit in its continuing search to keep air sailors breathe on board their ships pure.



GAS FUMES from handy billy topside present few problems, but in enclosed spaces like on board a sub fumes would be hazardous.

# The Uni

THE AIR WE BREATHE hardly rates a passing thought from most of us. We inhale it and exhale it, taking for granted that it is reasonably pure. We rarely suspect that it may contain substances which may do us harm.

Such an assumption, if the Navy made it, could be disastrous in some environments. A close watch on the air we breathe has become increasingly important with the advent of the nuclear submarine — a closed environment, an island under the sea where men live with their sky within reach overhead and the horizon almost at arm's length.

This environment must have its air scrubbed and purified and, of primary importance, no poisonous substances can be released into it.

There are numerous gases, liquids and solids which could be introduced into the closed atmosphere of the atomic submarine. Many of them are ordinary run-of-the-mill substances such as freon, carbon tetrachloride, hydraulic fluids and solvents such as paint thinners.

Some, such as radioactive dust, are not so ordinary. Any of these and dozens of other substances which





# with the Scientific Nose

could enter the submarine's atmosphere from many sources — including the paint on the bulkheads and deck of the submarine itself — could become a potential health hazard.

In a submarine which is designed to stay submerged for months without snorkeling or ventilating, such a condition could become intolerable or, at least, present a health hazard that would seriously affect the efficiency of the crew.

**T**HE NAVY RECOGNIZED this possible hazard as early as 1956, before it became a problem, and in 1959 BuMed's Toxicology Unit was created to study effects of some of the potential hazards. The objective of the unit is to provide rapid practical answers to toxicity problems — not to engage in basic research.

Another objective of the program is to furnish in-service training to hospital corpsmen in this new medical field in order to keep pace with the rapid developments of an atom-age Navy.

The Unit's work is largely based upon determining, through the use of laboratory animals, what materials may be of possible harm to humans when confined in a closed space over a reasonably long period of time.

Under carefully controlled conditions, each suspected substance is thoroughly tested until it is determined at what point a "no-effect" dosage is reached.

The results of the tests on the animals are then translated into terms applicable to a submarine crew's absorption of toxic material, so the Navy knows beforehand that a submarine will operate free of toxic materials in the air that otherwise could harm the crew.

Materials which can pollute the air of a submarine or other closed environment, such as space capsules, exist in surprising numbers. More than 100 of these materials have been identified with nuclear submarines.

**W**HEN POTENTIAL HEALTH hazards are encountered, a way must be found to safeguard the crew against them. In this respect, the Toxicology Unit works very closely with the Bureau of Ships and with the Special Projects (Polaris) office which con-

sult it on this all-important subject.

In a sense, the Unit influences the use of materials in the construction of naval vessels. If it finds a proposed material to be a health hazard because it is toxic, a way must be found to render it harmless, or a substitution must be made.

For example, the Unit was asked to determine how soon the first *Polaris*-firing submarine could submerge after it was painted without endangering the health of personnel aboard. Also many of the substances used in the submarine had to be tested in order to make sure they would not contaminate the submarine's atmosphere.

Testing reaches down into such unlikely items as the model and hobby kits which were carried aboard USS *Triton* SSR(N)586 on her historic around-the-world cruise. Tests disclosed that the cement in some of the kits taken aboard contained material which, in the closed

atmosphere of the submarine, could affect the health of the men working over them. The manufacturer had to supply a cement which the lab found to be non-toxic.

Today's work in the Toxicology Unit is, of course, concerned principally with the materials found aboard ships and, in particular, nuclear submarines. The laboratory has, however, done work on new propellants for the Bureau of Weapons, and on problems associated with the closed environment aboard space capsules.

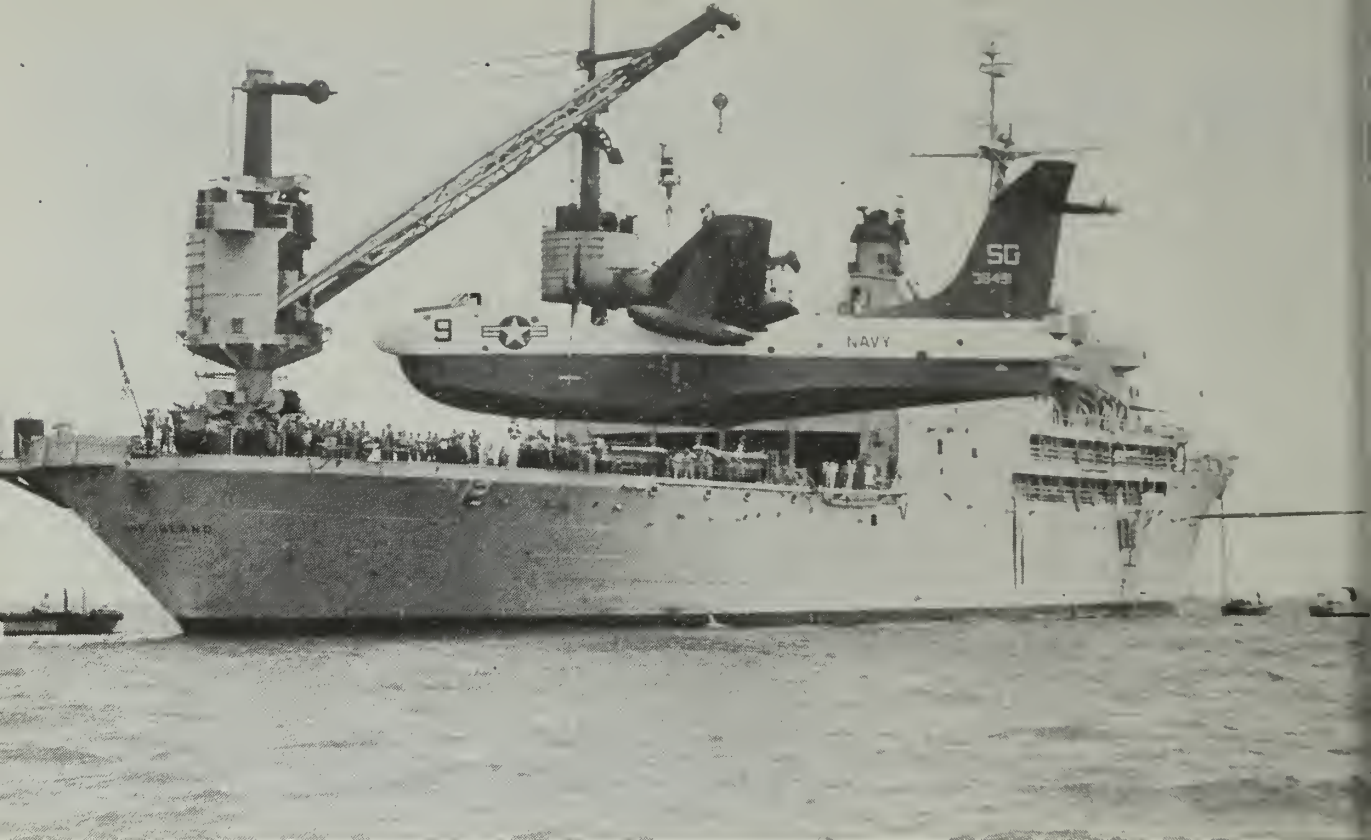
The Unit's work will become increasingly important to Navymen as nuclear ships and submarines become more plentiful in the Navy.

As man finds it more and more necessary to have complete control of his environment, the lab will be on hand to see that no contaminating influence will infiltrate the air supply and harm the men using it.

— Robert Neil.



CALIBRATION of device used to measure size and distribution of dust and mist particles is made by Unit's leading chief, R. A. Jones, HMC.



Pine Island—

# Seaplane Sanctuary

ONE feature of a naval air facility (Afloat) that may differentiate it from an air activity based ashore is that it is almost certain to support a number of seaplanes.

One of the problems that faces any aviation activity is that of support equipment. Support equipment can vary in size from a wrench to

an air field, and in complexity from a simple hammer to a piece of electronics test equipment worth thousands of dollars. By far one of the largest and most complex pieces of mobile support equipment used is the seaplane tender.

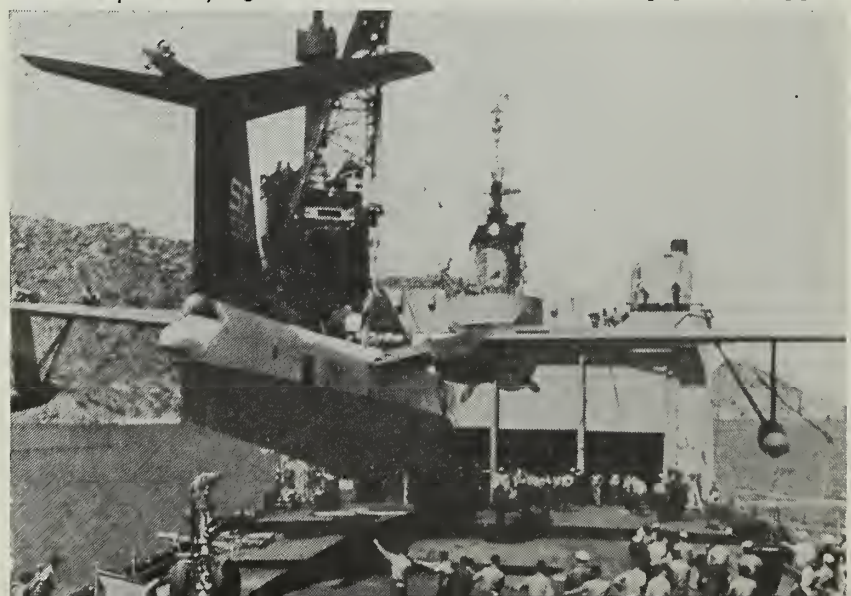
Seaplane tenders come in two sizes: The AVP, about 310 feet long

and the larger AV class, 541 feet in length and displacing approximately fourteen thousand tons. Currently, the U.S. Navy has a total of six seaplane tenders on its commissioned list: Three AVPs now alternating service between the Persian Gulf and the port of Norfolk, Va., and three AVs, which are homeported on the West Coast and alternate deployments with the Seventh Fleet in the Western Pacific.

uss *Pine Island* (AV 12) is one of these larger ships. Homeported in San Diego, Calif., she alternates her Seventh Fleet deployment with her two sister ships, *uss Salisbury Sound* (AV 13) and the recently recommissioned *uss Currituck* (AV 7). Each ship spends about six months overseas and approximately one year in the United States.

While deployed, *Pine Island's* homeport away from home is Buckner Bay, Okinawa, where she maintains a seadrome for about two weeks of each month. During her recently completed eight-month deployment, *Pine Island* visited such diverse places as Iwakuni, Sasebo, Kobe and Yokosuka in Japan; Subic

**STEADY STRAIN**—While crane supports seaplane's weight, line handlers keep steadying lines taut. Forward the beaching gear is rigged.



**ALL HANDS**



Bay, Sangley Point and Cebu City in the Republic of the Philippines; Kaohsiung, Taiwan; and Hong Kong.

In appearance *Pine Island* is among the most distinctive and easily recognized of the U.S. Navy's auxiliaries. The large deckhouse superstructure, which is so characteristic of most tender types, ends at its after portion in a large, blocky structure which encloses the ship's hangar deck.

This hangar deck, enclosed at its after end by four overhead doors which extend the entire width of the ship, opens directly onto the flat, unobstructed seaplane deck, which accounts for almost one third of the total length of the ship. Two large cranes, one mounted on top of the port after end of the hangar deck, and the other mounted all the way aft on the fantail, complete the distinctly recognizable characteristics of *Pine Island*.

In her function as one of the largest pieces of aircraft support equipment in existence, *Pine Island* is prepared to do anything for seaplanes and their crews from mending holes to mending souls — or for that matter, mending soles.

On arriving at a suitable stretch of protected water, *Pine Island's* first action is to lay a sealane, which consists of specially lighted buoys to mark a safe path for seaplanes to land and take off. She then sets out buoys to which the arriving seaplanes may moor. After anchoring, the ship puts her special boats into the water.

Some of these boats keep the seaplanes safe from floating debris and are on hand with emergency equipment in case it is needed; these are called crash boats, and are the waterborne equivalent of fire trucks. Some perform routine fueling and servicing, and others transport pilots and crew members to and from their planes.

*Pine Island* is also ready to pick up incoming planes on radar and guide them to a safe landing with a TCA (Tender Controlled Approach). The planes are then moored at their buoys and the crewmen brought aboard the ship and provided with food, clothing, rest, medical aid or nearly anything else they might need.

Minor repairs are accomplished as the seaplane rides at the mooring buoy. For major repair work, such as hull repair or an engine change, the huge aircraft is hoisted aboard the



LIGHT LOAD for fantail crane of USS *Pine Island* (AV 12) is this small boat with its crew. At right are two Bowser (or refueling) boats.

tender, using the large crane on the fantail or the one on the boat deck. After beaching gear is affixed, the plane is secured firmly onto the seaplane deck with cable tie-downs.

In addition to repair work, *Pine Island* regularly provides the routine

aircraft services, without which operations would be impossible. These include: Aviation gasoline, lube oil, ordnance of all types, JATO, and all necessary spares and replacements.

*Pine Island* has proved her effectiveness in many emergency opera-

WELL TRAINED hands of seaplane tender check over the many connections of a 'waterbird's' new port engine prior to securing the propeller.







PLANE WORK—Hoisting crew prepares seaplane for lifting. Rt: Buoys are dropped to mark landing 'strip.'

tions. Here are a few of them.

- While *Pine Island* was operating a seadrome in Buckner Bay, Okinawa, a P5M ran aground upon an unmarked coral reef while taxiing. A long gash was torn in its hull, and the aircraft was in imminent danger of sinking.

Two of *Pine Island's* crash boats were immediately dispatched to the scene with pumps, repair equipment and divers. After the pumps were started to remove the incoming water, a diver went under the plane to

assess the damage and fit an emergency patch in place. The incoming water thus slowed, the aircraft was quickly towed to the stern of the ship and hoisted aboard.

With the large aircraft secured on deck, *Pine Island* set out to deliver it to a major repair facility at Kobe, Japan. While underway, a more substantial patch was installed with such success that upon arrival the seaplane was floated from the ship to the repair shops at the edge of the harbor.

- *Pine Island* had just returned to Buckner Bay from a two-week cruise to the Philippines when word was received that another seaplane needed assistance. The plane had been on a patrol and reconnaissance flight, when engine trouble forced its pilot to make a landing in a sheltered area on the coast of South Viet Nam.

*Pine Island* refueled during the night and set out early the next morning to recover the aircraft. She steamed nearly 300 miles through very heavy weather, and upon reaching the disabled seaplane, hoisted it aboard and was underway in less than two hours for the return trip to Buckner Bay. Back in Buckner Bay, *Pine Island's* Air Department effected extensive repairs on the aircraft, including the replacement of both engines. In a few days the P5M was back in condition and returned to an operational status.

In addition to fulfilling her designed purpose as a seaplane tender, *Pine Island* serves as flagship, when deployed, for Commander U.S. Taiwan Patrol Force and Commander Fleet Air Wing One.

The motto of *uss Pine Island*, which appears on her insignia, is *sustinere*, or "to sustain." This is what she does, and in doing so, she is an integral part of the U.S. Seventh Fleet and of the U.S. Navy in preserving freedom for the United States and her allies.

— W. R. Warren, SN, USN.

ON DECK—Beaching gear is quickly installed on a P5M Marlin to take weight from the ship's crane as it comes aboard for maintenance.







READY TO GO—Former USS Bowers (API 40) steams in Mississippi ready to become D-66 of Philippine navy.

## Back to the Philippine Sea

USS BOWERS (ex-APD 40), a holder of four battle stars and a Philippine Presidential Unit Citation, has hauled down her U. S. flag to become a combat-ready unit of the Philippine Republic's navy.

She is now known as *Rajah Soliman* (D66).

*Bowers* was built as a destroyer escort (DE 637) and one of her first assignments was a search for survivors of two planes which had crashed in the Marshall Islands area. Her search was successful—17 of the 21 men who went down were located and rescued.

Later, *Bowers* performed escort duty in bombardments and submarine searches, and fought off strafing planes—having escapes which were too close for comfort.

Up to 16 April 1945, *Bowers* was lucky. On that day, however, her luck ran out. By 0800, when the invasion of Ie Shima had begun, it was known that many enemy planes were in the area. All hands were at their battle stations and all eyes that were topside were anxiously scanning the horizon.

At 0939, two unidentified planes were picked up flying very low and very fast. When the two planes were within 5000 yards of *Bowers*, they split their course.

One was shot down but the other flew directly toward the ship through

the fire of all her portside guns. Projectiles could be seen bursting in the plane, but it kept coming—attacking in a glide and strafing the decks.

Apparently discouraged by *Bowers'* heavy fire, the plane veered off a few scant feet from the ship. It almost struck the water after passing the ship but regained control and commenced gaining altitude.

At a range of about 1500 feet and an altitude of 50 feet, it began a counterclockwise turn and came in at an angle and struck the bridge.

The plane's gasoline tanks exploded immediately and enveloped the entire upper part of the bridge and the pilot house in flame. The plane's bomb continued on through the pilot house before exploding.

Personnel casualties from the explosion and fire were heavy. Thirty-seven men were killed instantly, 11 were missing and 56 severely wounded. Many of these died later.

*Bowers* proceeded under her own power to Okinawa and from there to Pearl Harbor, where she arrived 15 May 1945. On 17 May, she was ordered to the Panama Canal Zone, via San Diego. It was at San Diego that she learned she was to be converted to a high speed transport.

*Bowers* arrived at Philadelphia on 15 May for her conversion and remained there until 19 Sep 1945.

The war was over but *Bowers*



NEW SKIPPER talks ship with OIC as *Bowers* becomes *Rajah Soliman*.

continued to serve, sailing with the Atlantic Fleet until February 1947 when she was placed out of commission in reserve.

Recommissioned 6 Feb 1951, *Bowers* joined Amphibious Force, Atlantic Fleet. She made one mid-shipman cruise to Europe; operated with various units of the Marine Corps in amphibious training exercises; transported several underwater demolition teams to the Caribbean for training; and saw duty with the 6th Fleet in the Mediterranean. In March 1955 she reported to the 6th Naval District to serve as a Naval Reserve training ship until placed out of commission in 1957.

Her transfer to the Republic of the Philippines was made under the Mutual Security Act of 1954.





Ordinary Seaman—1862



Ensign—1864



Lieutenant—1870

## Up Through the

**T**HE FIRST ENLISTED MAN in the United States Navy to reach flag rank was Oscar W. Farenholt, who first shipped on 18 Apr 1861, retired in 1901, and died in 1920. Osear Farenholt made it all the way, and his story is well worth telling in these days when the path from blue-jacket to gold braid is a lot less rugged.

Farenholt was a native of Texas, from whence have come many other good sailors, notably Fleet Admiral

Nimitz. He went to sea as a young boy and was in New York when the Civil War began. He enlisted in the Navy a few days after the bombardment of Fort Sumter. His patriotism thus launched him into a naval career just as others, generations later, rushed to the recruiting stations in December 1941 to avenge Pearl Harbor.

The young sailor was sent to the *Wabash*, then being recommissioned at the Navy Yard, Brooklyn. *Wabash* was one of five steam frigates which were considered the best warships

in the world and the pride of the U.S. Navy. The *Merrimac* was another.

In *Wabash*, Farenholt participated in the engagements with the Hatteras fort in August 1861 and at Port Royal in November of the same year. In April 1862 he was present at the capture of Fort Pulaski in one of the gun crews of *Wabash* manning the Army battery which made the breach in that fort's walls.

He took part in almost all the land as well as naval engagements along the South Atlantic Coast since he was a member of one of the landing force howitzer crews from *Wabash* which gave artillery support to the soldiers in an area where it was impossible for horse-drawn batteries to operate.

Farenholt was seriously wounded on 22 Oct 1862 during the Battle of Pocotaligo, S.C. Before he was sent north to the Naval Hospital, New York, the commander of the squadron, RADM Samuel F. Du Pont, offered to promote him to Master's Mate, a rate between officer and enlisted man. Master's Mates, however, were not held in too high regard by sailors, and Farenholt, wanting a commission, declined.

When his wound was healed he was discharged from the Navy, but he practically walked from the hospital to the recruiting station and

**MONITOR MAN**—Farenholt served on *Catskill*. It fought at Fort Sumter.







Commander—1892



Rear Admiral—1901

# Ranks — Civil War Style

enlisted again. This time he was given a special assignment to the new monitor, *Catskill*.

His battle station was helmsman in the little pilot house above the turret. At this station he took part in the several actions of the iron-clads against the forts guarding Charleston Harbor.

In the attack on 17 Aug 1863, he was at the wheel when a shot hit the pilot house, killing his captain, CDR George W. Rodgers, and also Assistant Paymaster Woodbury. Farenholt was the only one of the five in the pilot house to come out unharmed. He was later a member of the naval landing force that unsuccessfully stormed Fort Sumter on the night of 8 Sep 1863 and was lucky to escape capture.

For these actions, Farenholt was recommended for promotion to ensign, then a new rank in the Navy. The Secretary of the Navy at first refused to appoint him because he was too young. On further examination of his record, the Secretary changed his mind, and Farenholt received his first commission as Acting Ensign on 19 Aug 1864 at the age of 21.

At the same time he was assigned to his first command, the ordnance schooner *Henry James*, in the North Atlantic Blockading Squadron. He took part in the engagements in the

North Carolina sounds and in the capture of Fort Fisher. At the end of the war Farenholt was one of a small number of volunteer officers (the Reserves of those days) who, on their records, were retained on active duty. He was assigned to the monitor *Shawsheen*. In 1867, he was among the 56 volunteer officers who, after rigid examinations, were given regular commissions in the sea-going Navy.

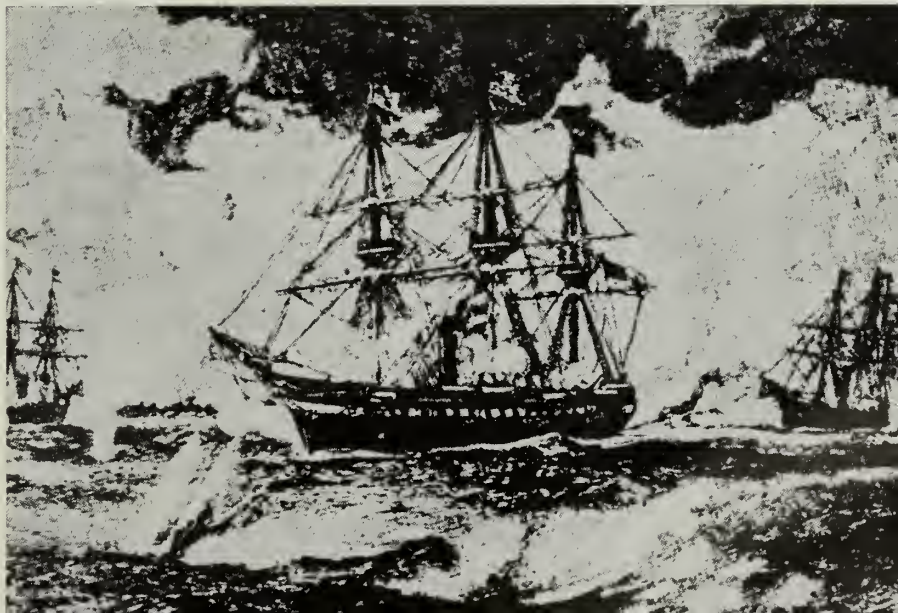
There is no need here to tell the story of Farenholt's rise through the commissioned ranks in the days of slow promotion. The photographs on

this page do this much better. His last command was as CO of *uss Monadnock*. He retired voluntarily in 1901 with the rank of rear admiral after 40 years of service. He was 75 when he died in 1920.

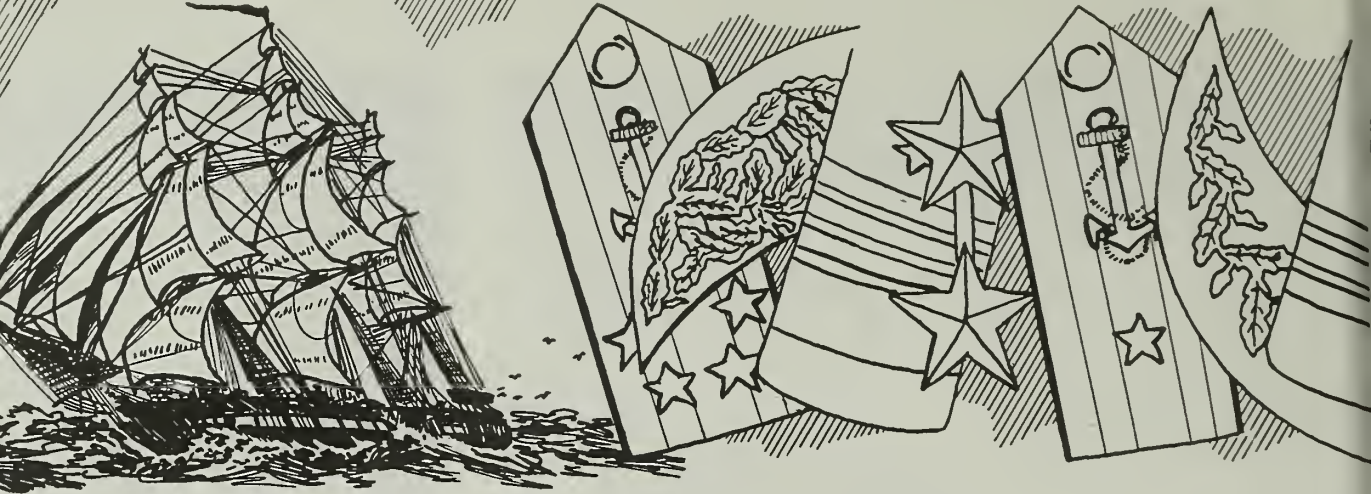
Oscar Farenholt's son, educated as a doctor, followed in his father's footsteps. RADM Ammen Farenholt, MC, USN, was named for Daniel Ammen, a senior whom his father admired. Ammen's own son was named for RADM Samuel F. Du Pont who gave Farenholt his first recommendation for promotion.

— RADM John D. Hayes, USN (Ret.)

FIRST SHIP—*Wabash* was among steam frigates shown shelling Fort Hatteras.







# A Rundown on Ranks —

**Y**OU'D HAVE SOME fast explaining to do were you to greet a Navy Ensign with a cheery "Good Morning, squire." Likewise the odds are good that you'd be treated to a blast if you were to refer to a salty four-striper as "Caput Thane." And the chances are you'd be considered off your rocker if you addressed an admiral as "Amir-al-Bahr" or "Sar-raccenorum Admirati."

Actually you would just be somewhat out of date, having dusted off some old and original titles, which, over many years, have evolved into the naval ranks we know today.

Almost every modern rank has changed from the original, either in name or at least in position in the officer rank scale. Some ranks as we know them today are fairly new,

some are as old as the Navy itself, while still others have simply been inherited from other navies.

Throughout the years many ranks have come and gone. Take Admiral of the Navy for example. Today it is unknown. Back in 1899, however, George Dewey was appointed to this rank, which is considered by some to represent a six-star admiral. He is the only man ever to hold this rank in the U.S. Navy.

Nowadays of course, Fleet Admiral is the highest rank attainable, and even that has been restricted to wartime use. Today only one man, Chester W. Nimitz, holds this rank. He has been a five-star admiral since December 1944, and still remains the senior officer in the Navy.

Other officer ranks have also

changed somewhat during the years. So that the sequence will be easier to follow, let's look at them individually from the bottom up:

- **Ensign** — This grade, which we know today as the lowest commissioned rank in the Navy, at one time held that same position in the Army.

Perhaps you have wondered if Ensign as a rank has any connection with the flag, the national ensign. Actually, there is a connection.

The story began hundreds of years ago when it was customary for a certain privileged squire, or junior officer, to carry the colors in battle. Over the years this man became known as an Ensign Bearer and finally as Ensign, the name of the flag itself.

The French navy borrowed this rank from their army and used it long before the U.S. Navy adopted it in 1862. It replaced the rank of Passed Midshipman which, at that time, meant awaiting promotion to Lieutenant.

The word ensign, stems from the Norman *enseigne*, which means flag. In the 16th century it was lifted from the land service by the British Navy to denote the flag on the poop of vessels. Our national flag is still called the national ensign today.

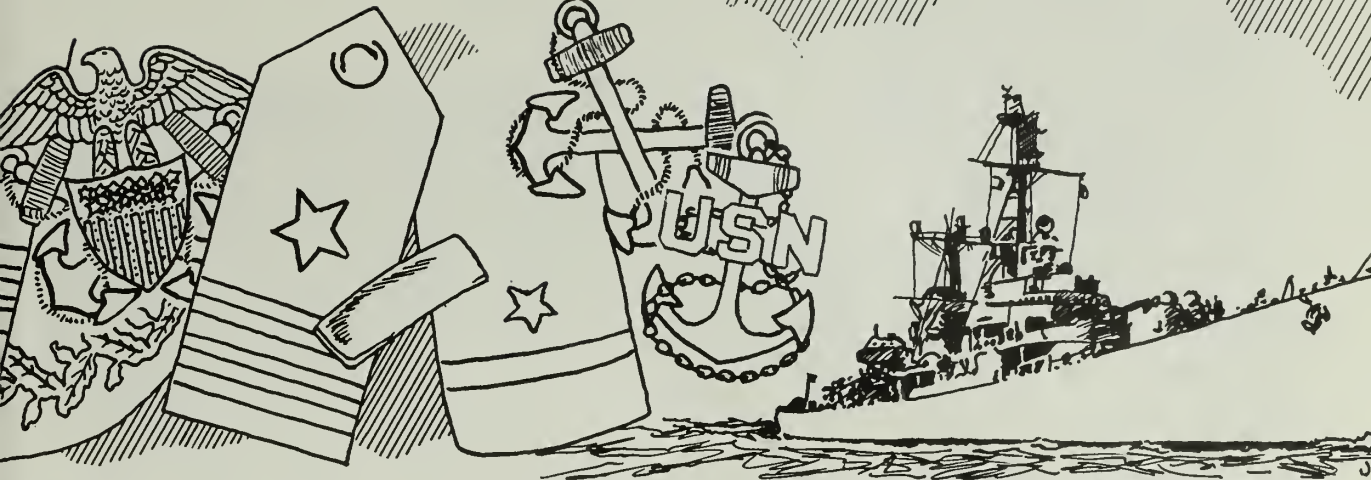
- **Lieutenant Junior Grade** — Sailing Master was the original name of this rank. In 1839 the title was shortened to Master, but it remained the fourth ranking officer grade in the Navy, behind Captain, Master Commandant (later, Commander), and Lieutenant.

In 1862 the rank of Master was changed to Lieutenant Junior Grade

**ACTION IN 1813**—At U.S. Navy's start many ranks were inherited.







# 'Enseigne' to 'Admyrall'

and given its current standing in the rank structure below Lieutenant.

- **Lieutenant**—The Royal Navy introduced this rank in 1580. An officer who held it was an assistant to, and a qualified relief for, the captain. He was the executive officer by today's standards.

The word *lieutenant* is derived from the French. According to today's dictionary meaning, a lieutenant is an officer who "stands in place of" a superior in his absence.

Lieutenants have undoubtedly been a part of the U.S. Navy as long as there has been a Navy. In the early days, when there were fewer ranks, Lieutenants were much nearer the top of the rank structure than they are today.

- **Lieutenant Commander**—The title or grade of Lieutenant Commander was derived from an earlier term, Lieutenant Commanding, which was nothing more than a Lieutenant in command of a ship.

When the reorganization of the service came in 1862, it was apparently believed that those Lieutenants who were in command of ships should have a higher rank than those not in command. They were therefore given the rank of Lieutenant Commander.

- **Commander**—The rank of Commander was first introduced in the Navy in 1838. At that time the law stated that Master Commandants should be known as Commanders. Even earlier, however, a pay bill approved in 1835 recognized the title.

Before this, the lower grades of Captain had been known as Master and Commander, and men who held

such rank normally commanded small ships.

A Commander originally commanded ships of the third (1000 to 4000 tons) and fourth classes (miscellaneous small ships), acted as chief of staff to a commodore, or served as an aide to a flag officer.

The title or rank of Commander had been introduced in the Royal Navy many years before the Revolutionary War by William III and was originally spelled *Commandeur*. In 1827 Commanders were appointed as executive officers of large Royal Navy ships.

- **Captain**—The very word Captain denotes command, and it is derived from the Latin word *caput*, which means head or chief, and the Saxon title of honor, *thane*.

When we think of Captain, we often think of a man in command of a ship rather than a man in that particular rank. The Royal Navy decided back in 1748 that any officer in command was entitled to the title of Captain, regardless of his rank. This still holds true in the U.S. Navy.

In the latter half of the 14th Century a Captain was a courtier or Army officer who went aboard English ships with his soldiers for passage and to fight, as our early Marine detachments did. The ship was actually sailed by Masters or Boatswains and the Captain was only in charge of his troops.

When Elizabeth I was queen (1558-1603), however, ships became men-of-war and the navigating was combined with the fighting, so the Captain was put in command of both forces.

The rank was not clearly defined

in the British Navy until 1748 when it was made equal to colonel in their Army.

Like some other ranks we know today, Captain has been in the U.S. Navy as long as there has been a Navy. The U.S. Navy's first Captains were commissioned in 1775 by the Naval Committee.

In 1862, Captain was still the highest commissioned officer in the U.S. Navy, but ranked with Lieutenant Colonel, Colonel, or Brigadier General, depending on the type of duty to which the Captain was assigned.

The youngest U.S. Navy Captain was Stephen Decatur who held the rank when he was 24 years old.

- **Commodore**—History has it that

**AN OLD ONE**—Lieutenants in the early days were nearer the top.







**MOTHBALLED**—Rank of Commodore which R. F. Stockton held in 1846 went out with WW II. Above: Officers of *USS New Orleans*, 1902.

the rank of Commodore was first created by the Dutch during a war with England in 1652. The Netherlands was short of admirals and also short of money. By creating this new rank, the Dutch obtained their needed flag officers at the cost of only half the pay of admirals.

The rank later went to England and was officially recognized there in 1806. For a time the American Navy used the rank as an honorary title much the same as we use it today. Esek Hopkins, for example, was called Commodore Hopkins when he was appointed as Commander in Chief.

For many years, any Captain in the U.S. Navy who was in command of, or had formerly commanded, a squadron was known as Commodore. It was not until 1862, however, that Commodore actually became a rank in the officer structure. In July of that year 18 officers on active duty and 17 on the retired list were appointed Commodore.

During World War II the U.S. Navy had well over 100 men who held the one-star rank of Commodore. None, however, are currently on the active list or in the Naval Reserve.

Still today, an officer who commands a flotilla or squadron of men-of-war is given the honorary title of Commodore. Also, the British Admiralty makes a small number of appointments to that rank in the Royal Navy.

• **Rear Admiral** — Apparently the

term Rear Admiral stems from its use as a high honorary title in England.

It was not until the 19th century, however, that the U.S. Navy commissioned its first Rear Admirals. The act of 16 Jul 1862 authorized the Navy to commission up to nine Rear Admirals on the active list and the same number on the retired or reserve list.

The first group of men to be given the rank of Rear Admiral were selected for distinguished service, but as later vacancies occurred, they

were filled by regular promotion.

Currently there are 205 Rear Admirals (Line) on the active list.

• **Vice Admiral** — David Glasgow Farragut was the U.S. Navy's first Vice Admiral. This was not the beginning of the rank, however. The rank of Vice Admiral, like many other ranks, traditions and customs that we know today, was imported.

History indicates that the rank evolved from the more ancient titles of Lieutenant Admiral or Lieutenant of the Admiralty. It became Vice Admiral in the Royal Navy in the early 1700s and finally, about 100 years later, Vice Admiral of the United Kingdom.

In December 1864, David Farragut became the U.S. Navy's first Vice Admiral. Later David D. Porter was promoted to that rank when Farragut was promoted to Admiral. Still later, Stephen C. Rowan was made Vice Admiral when Farragut died and Porter was promoted to Admiral.

After both Admiral Porter and Vice Admiral Rowan died, no further promotions were made to Vice Admiral until 1915. Today we have 32 vice admirals on the active line officer list.

• **Admiral** — In past years, as today, Admiral has been a title and rank with great dignity. Men of vision and greatness have given the title the distinction that it enjoys today.

The term Admiral seems to have been introduced in Europe during the Crusades. The first appointment



Admiral of the Navy  
George Dewey



to this rank in the Royal Navy came in 1297 when King Edward I appointed William de Leyburn as Admiral of the Sea, of the King of England. Shortly after this (1302) a man was appointed Captain and Admiral. It is believed that the title, Captain, delegated executive command while that of Admiral delegated legal powers.

Admirals have long been men of authority. In France, Louis IX introduced the title which was given equal rank with Marshal of France.

Long before the U.S. Navy appointed its first admiral, many Navy officials urged that ranks above Captain be made in the U.S. Navy. In 1841 the Secretary of the Navy pointed out that all the navies in the world except ours had admirals. At the same time he told of difficulties and embarrassments that some officers had experienced when dealing with officers of other countries because of the rank difference.

The first Admiral in the U.S. Navy, Farragut, was appointed from Vice Admiral in July 1866.

Today the U.S. Navy has seven line officer Admirals on the active list. They are, in order of precedence, George W. Anderson, Harry D. Felt, James S. Russell, Charles R. Brown, Robert L. Dennison, Harold P. Smith and John H. Sides.

The title of admiral stems from the Arabic *Amir-al-Bahr* or Commander of the Seas. Later the Romans used *Sarraccenorum Admirati*, and when the title was first used in England it was *Admiralius* and finally *Admyrall*.

• **Fleet Admiral**—This rank was unknown until 1944 when it was created by legislation. Admirals King, Leahy and Nimitz were first appointed to this five-star rank in December 1944. Admiral Halsey received the rank of Fleet Admiral in December 1945. The only Fleet Admiral currently on the active list is Chester W. Nimitz.

• **Admiral of the Navy**—This rank is no longer in existence, but one officer did hold it for a time. As was said before, George Dewey was promoted to the rank of Admiral of the Navy in 1899 after his successful battle with the Spanish fleet at Manila Bay.

In this discussion of Navy ranks, we have not talked about warrant officers or midshipmen, although neither can logically be ignored.

A **warrant officer** is, of course, an officer, but a particular type; while



**LONG LINE OF STRIPES**—Many ranks of today's naval officers had a beginning many years ago in military service of an older nation.

a midshipman is not exactly an officer.

Warrant officer was a rank in the Navy as early as 1775, although at that time a WO was appointed and not in line for promotion as warrant officers are today. From 1843 until 1863 no new warrant officers were appointed. Again in 1959 the war-

rant officer program was discontinued. The program could be reinstated, however, if the need once again exists.

A **midshipman**, although not an officer as such, does rate a salute and is an officer of a sort.

Originally a midshipman was a youngster aboard ship who carried orders from the officers to the crew. These young men became very familiar with their ship and were generally considered to be officer trainees. With this ancestry it apparently seemed the logical name for undergraduates at the Naval Academy.

Today most of us probably tend to believe that the ranks we have are here to stay. This may or may not be true, however. There is some talk of again using the one-star rank of Commodore for regular promotion. The other services have a specific one-star rank, and the equivalent rank in the Navy is Rear Admiral, lower half, since the rank of Commodore is not being used.

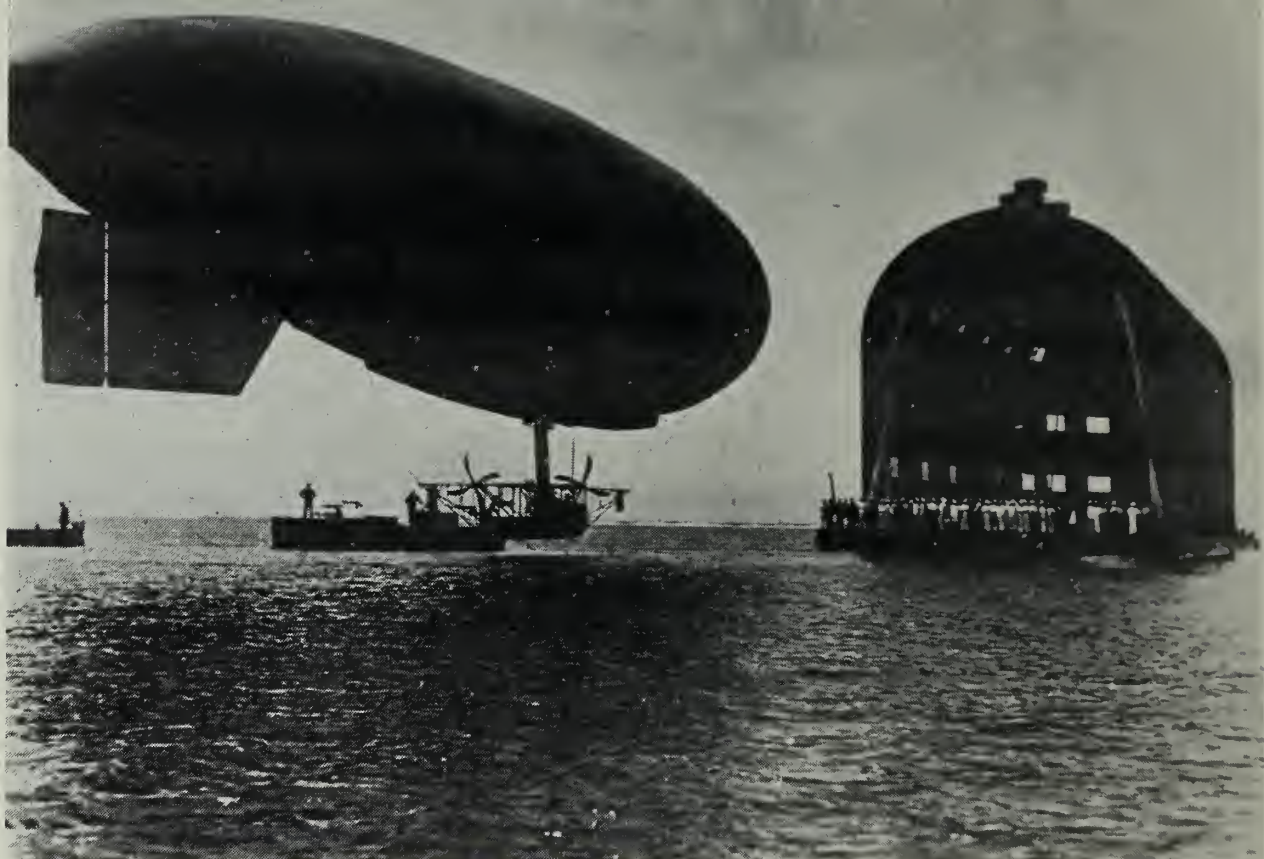
Perhaps we may see the one-star rank return to the Navy, but it may be by a name other than Commodore. That particular title is fairly well entrenched in the Navy as an honorary title for flotilla or squadron commanders.

— Erwin A. Sharp, JOC, USN



**Fleet Admiral**  
**Chester W. Nimitz**





STARTING POINT—First Navy dirigible stands by hangar, 1917. Below: Modern blimp hunts sub in drill.



# Blimp

**T**HE BLIMPS HAVE been deflated and stowed away. Only two remain. They, too, will be placed in storage by the middle of next year.

Thus ends a sometimes controversial, sometimes glamorous, but always exciting branch of Naval Aviation.

The Navy's role in the era of flying gasbags goes back nearly as far as 50-year-old Naval Aviation itself. Many of our early fliers scoffed at the slow, vulnerable airships Germany had used with some success during World War I, but a few pioneers, including the first designated Director of Naval Aeronautics (CAPT Mark L. Bristol), liked the bags and directed that specifications be issued to manufacturers.

The first and only A class dirigible (the DN-1, later designated A-1), delivered to the Navy in 1917, was not entirely successful.

The B class of limp (non-rigid) airship, however, which was ordered in quantity (16) the same year, was a success. The first blimp (original nickname for B class, limp balloon, carried through the years as slang





PROUD RECORD—During WW II airships escorted 89,000 surface vessels without a loss to enemy subs.

# Begin Their Final Bow

for any non-rigid) was 163 feet long, 46 feet high, and 40 feet wide. Its two propellers were driven by a 100-horsepower gasoline engine. During the blimp's first flight, which lasted two hours, it consumed a paltry 22 gallons of gas, cruised along at 35 mph.

The C class, which made its appearance late in World War I, also did very well for the Navy in the immediate postwar period.

**S**PURRED BY THE blimp's success, Congress in 1919 went a step further to authorize the purchase of one rigid dirigible (gasbag built around a metal frame) abroad and the construction of another at home.

*Shenandoah*, first U.S.-designed and built rigid, was commissioned in 1923, and, before her loss in a squall over Ohio, operated successfully for two years.

In 1928, contracts were let for two more—*Akron* and *Macon*. These were a radical departure, especially in size, from previous airships, having a 6,500,000 cubic foot capacity. (*Shenandoah's* was 2,290,000)

*Akron* served for nearly two years, and so did *Macon*. Both were lost in accidents at sea.

Only the *Shenandoah*-sized *Los Angeles*, built in Germany and delivered to the Navy in 1924, had a comparatively long life. She carried out LTA experiments for eight years, successfully launched a glider, and helped develop, among other things, a hook-on device for airplanes.

In all, *Los Angeles* did well, logging more than 300 flights during 500 hours in the air. Finally, in 1939, after 15 years (eight of them in service), this last of the rigids was stricken from the Navy list, and LTA work was left to the smaller, non-rigid types which eventually proved their worth during WW II.

Some of the knowledge gained from experiments with *Los Angeles* went into the development of the experimental ZMC-2, the only metal-clad airship (aluminum sheets riveted together) built for the Navy, and, generally considered a semi-rigid airship. Studies for the design of similar craft were made, but no others were ever built.

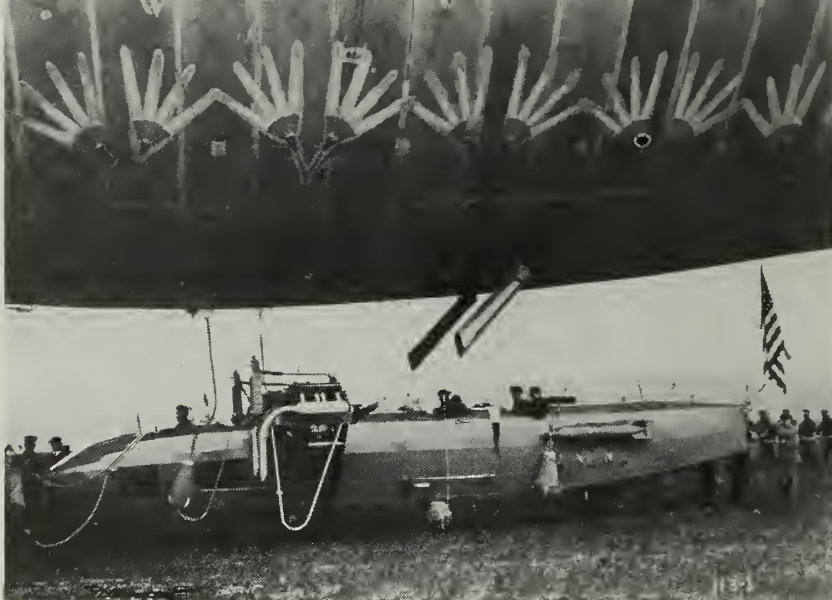
**A**NOTHER NON-RIGID of the 1930s was the K-1 type training blimp, a prototype of the K-2 and K-3 classes which later emerged for action in World War II. At first the K-1 was considered too large to be a success (actually, she was 25 per cent smaller in cubic capacity than the K-2), but she served successfully for eight years.

The K-3, ordered in 1940 and delivered in 1941, was a blimp that had stood the test of time since World War I, and was the model for a fleet of World War II airships. Her streamlined car, actually a frame of welded steel thinly covered with aluminum alloy, was suspended internally. She had an airplane-like bomb bay and also boasted a retractable landing gear.

It would be extremely difficult to pin down any one facet of military strategy as a blimp specialty, but many LTA authorities agree that, in value, the blimps soared to their greatest heights while performing ASW and escort missions.

At the war's outset, the Navy fortunately had ten airships on hand.





**OLD-TIMER**—Gondolas and Navy blimps came a long way as shown in comparison of 1918 airship (above) and modern blimp on next page.

In late December of 1941 a Japanese sub attacked a U. S. ship off the California coast, and German U-boats were active on Atlantic approaches.

In 1942 the situation was almost out of hand. The Allies were losing ships through enemy submarine action faster than they could be built. In Atlantic coastal areas alone, over 450 merchant ships were sunk. As of 30 Jun 1942, only eight airships were available for patrol and escort service.

Then came the blimps — lots of them. In a crash program more than

100 airships were placed in commission by the end of 1943 to join patrol planes and hunter-killer groups in the war on enemy subs.

In 1943, sinkings declined to 65, and the following year dropped to eight. None of these ships were sunk while under airship escort. By that time the blimps were patrolling three million square miles off the Atlantic, Pacific and Mediterranean coasts.

**A**T WAR'S END the airshipmen had a good reason to be proud of their record. During the war they

had escorted 89,000 surface ships without a single loss to enemy subs, even though well over half of these ships operated in submarine-infested waters.

And, despite the blimp's lack of speed and flexibility, only one airship was lost during an engagement, and even this one — K-74 — was downed only after a mechanical malfunction. (In July 1943, K-74 made a run over a German sub in the Florida Straits. When the blimp's bomb-release mechanism failed, the sub shot her down.)

In all, World War II blimps made 55,900 operational flights while logging more than 550,000 hours in the air.

Since the war, the blimp has given several convincing demonstrations of its ability to stay aloft for long periods of time.

In the Spring of 1957, for example, a Navy airship flew continuously for 11 days without refueling. The blimp traveled from South Weymouth, Mass., to the coast of Portugal, down the west coast of Africa, and then, in the vicinity of the Cape Verde Islands, headed back across the Atlantic. It finally landed at Key West. If any doubters of the airship had cropped up since the war, the trip clearly demonstrated the blimp's endurance.

Earlier that year, five airships manned an AEW station off the New England coast continuously for 10 days. Weather was the area's worst in years with combinations and variations of ice, snow, rain, fog and 60-knot winds. Conclusion? Blimps could relieve each other on station during a period when weather had grounded other types of military and commercial aircraft.

One airship flew in continuous icing conditions for 32 hours; another was airborne under similar conditions for 56 hours. Takeoffs and landings were made with ceilings under 100 feet during snowstorms, and with winds from 30 to 50 knots.

In 1958 another blimp flew from the United States to within 500 miles of the North Pole, conducted Arctic research and dropped mail and supplies to ice scientists.

Let's see what the blimp proponents had to say about it as a detection arm of an ASW team. The blimp was claimed by its enthusiasts to possess the deadliness of a 50-knot destroyer decked out with the latest in sub searching equipment. LTA men also claimed that the blimp,



**BAGGY COUPLE**—Navy blimps moor to mobile masts at Lakehurst.



with its ability to hover and carry more and larger types of detection equipment than any airplane, was superior to its teammates as a sub spotter and warning craft.

Some skippers of conventional subs were ready to agree on this point. Said one: Planes, destroyers and helicopters are just the normal occupational hazards of our profession. But once a blimp pins you down, he can stay with you until the end of time.

Diehard balloonists explain such an observation this way: A destroyer may make so much noise itself it could have trouble hearing a lurking sub. The sub, conversely, could hear the destroyer, and might very well do something about it. As for heavier-than-air craft, they may indeed spot a sub, but, unless they can be relieved on station, the sub will have to be disregarded after a few hours in favor of a trip to the nearest refueling depot.

A blimp, on the other hand, the proponents agreed, can just sit and wait for the sub to surface. Nuclear subs, of course, are in a class by themselves.

**T**HIS ABILITY to maintain contact with a submarine and a capability, through airborne CIC, of directing other forces in for the kill, were the blimp's basic advantages. For these jobs, they were equipped with a wide variety of sonar devices, magnetic airborne detection gear, homing torpedoes or nuclear depth charges, and long range radar.

Now for the rebuttal. The blimp's lack of speed, and its lack of ability to press home an attack were obvious disadvantages. These, along with the increased use of HTA craft to perform blimp functions, were the main justification for the phasing out of the blimp.

What next?

First of all, the 100 officers and 625 enlisted men involved in the no-more-blimps announcement are being transferred to other assignments.

As for the blimps, eight of the 10 which were still in active service have been deflated, preserved, and placed in war reserve storage. The remaining two will be kept active for research and development projects until the middle of next year. They will be supported by the Airship Test and Development Department at NAS Lakehurst, New Jersey.

In one of these research programs,

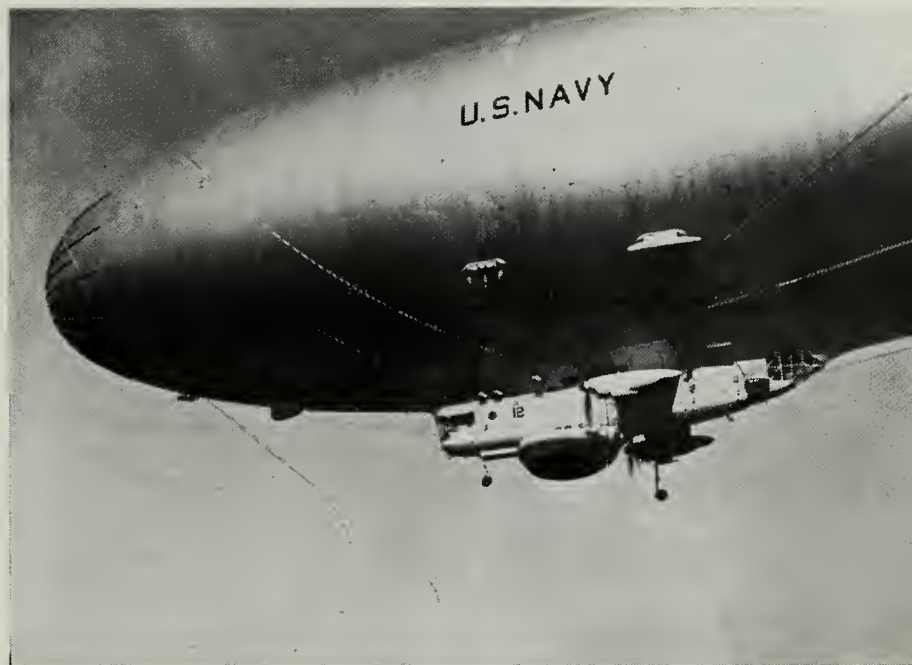
engineers may use the two remaining blimps as "flying wind tunnels." It has been established that airships can easily be converted to test certain aircraft that would otherwise require large, expensive wind tunnels.

Experiments have shown that models of vertical and short takeoff and landing aircraft can be tested for control by hanging them beneath the blimp on a retractable strut 33 feet long. (In the past there has been very little informa-

tion being kept in storage. The empty bags are stripped of gondolas, fins and other metal parts. By the end of October, Airship Patrol Squadrons 1 and 3, and Fleet Airship wing 1 will be completely decommissioned.

In the past, much has been written about NAS Lakehurst and its role through the years as a bastion for Navy blimps. However, it seems appropriate here to review briefly the station's history.

It has been a very colorful one.



**EXTRA DUTY**—Falcon comes in to land at Marine Corps air facility on West Coast while assisting in oceanographic surveys of Pacific waters.

tion available on low-speed aerodynamics because of the difficulty in using standard wind tunnels, which are not usually designed to simulate low speeds.)

The blimp "tunnel" system is designed to measure a model's lift, drag, and pitch, and simulate its takeoff and landing. Models with wing spans up to 60 feet and fuselages up to 14 feet long have already been tested. Models twice this length can probably be handled in future tests.

Since weather seldom hampers blimp operations, such "tunnel" flights can be scheduled right through the cold Lakehurst Christmas season.

When these two research blimps are eventually deflated and stored next June, a total of 15 will be available for mobilization.

The helium removed from the gas-

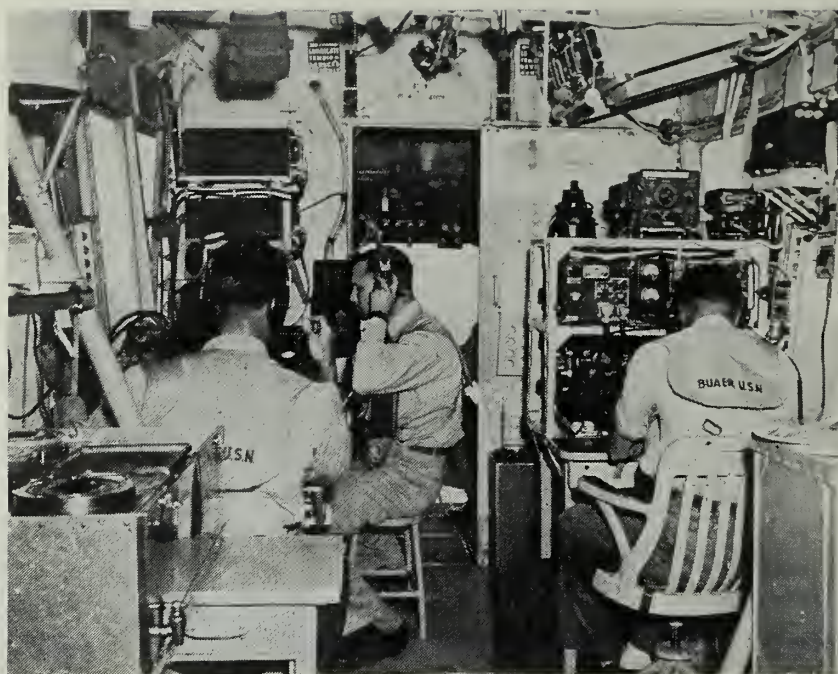
**T**HE LAKEHURST SITE is (or was) the oldest and largest LTA base in the United States. The station itself is located 65 miles south of New York and 50 miles east of Philadelphia. It covers an area of 11 square miles.

The Army used the location as an artillery and ammunition test range during World War I. In 1921 the Navy took over the area to build *Shenandoah*, and it has been the Navy's main blimp base ever since.

Included in the station's end of the termination plan is the inactivation of the Airship Overhaul and Repair Department. By the end of November all maintenance equipment will be preserved and any excess buildings will be closed.

However, six other Navy activities supported at Lakehurst will not be affected. These are Fleet Helicopter Utility Squadrons 2 and 4, the Na-





**LISTENING IN**—Crew members of a blimp flying over ocean man  
maze of complicated detection gear during 1950 ASW exercises.

val Air Test Facility for Ship Installations, the Naval Air Test Center Detachment for Aircraft Carrier Suitability, Naval Air Technical Training Unit and the Naval Air Reserve Training Unit, including an air wing staff and six squadrons.

These remaining activities, which will continue operations as they have in the past, represent a military population of 2300 officers and enlisted men, plus 700 Naval Reserve squadron trainees.

(An aside: One of the Navy's most beautiful chapels, of Gothic design, was erected at Lakehurst in 1932 by New Jersey's American Legion. Dedicated to all airmen, living or dead, it is known today as the Cathedral of the Air.)

Far from resembling a chapel, but somewhat inspiring in their own right, are the base's blimp hangars. One is so large that some blimpmen claim the condensation of water vapor in the air is sufficient to cause rain inside the closed hangar. (For the record, and in case you're a meteorologist, the stormy hangar measures 188 feet high, 264 feet wide, and 807 feet long.)

Two other Lakehurst hangars are said to be the world's largest all-wood structures of their type. Each is 1000 feet long and 240 feet wide. (If you haven't tired of reading such comparisons as how many football fields could be laid out in an area

of these dimensions, we'd like to punt out that three games could be played simultaneously in each of them, with plenty of room for spectators.)

Despite the size of these structures, housing airships required extremely careful handling on the part of ground crews. There was little room to spare with a bulging blimp on the premises.

**T**HE MOST COMMON blimp of recent years, and the type most affected by the mass deflation program, is the 975,000 cubic foot ZPG-2, a 340 by 100-foot airship used primarily as an AEW unit. (Last, and largest, of the non-rigid was the ZPG-3, which is also on the way out.)

Two 800-horsepower engines mounted inside the ZPG-2's cabin provided a speed of from 65 to 70 knots. Actual propulsion was achieved by two props mounted on outriggers projecting from each side of the car.

The control car itself, attached by steel cables to supports which run along the top and sides of the bag, measures approximately 85 feet in length. It is a double-decker type with crew quarters, galley, and, in general, most of the conveniences of home.

The flight controls of recent blimps could be operated either

manually or automatically. A single pilot controls both vertical and horizontal direction, or, in cooperation with his co-pilot, could divide the piloting duties.

All controls are operated through a single column duplicated at both the pilot and co-pilot stations. This is a departure from earlier ships, which required two pilots.

Like all true blimps, there is no structural metal in the ZPG-2, except for its rudders and elevators. Helium in the envelope, maintained at two inches of water pressure differential from the atmosphere, kept the bags filled out.

Around the blimp's nose, however, aluminum battens (similar to those used in sails) were laced into the fabric so the bow would not be distorted if the blimp had occasion to head into a high wind. Air tanks (blimpmen call them ballonnet chambers) provided trim fore and aft.

Despite its two engines, the ZPG-2, or any blimp, for that matter, was similar to a free balloon in that most of its lift was provided by helium, not power, and could be free-ballooned for hours should its engines cut out. Gas leakage from the airships was extremely slow. Rips have been repaired while in flight, and even in the case of "serious" leakage there could be several hundred miles of travel before a landing was absolutely necessary. But a blimp without power was literally a free balloon, and had to be handled as such. And, as we have seen, Navy blimpmen handled the big bags under many different conditions.

Airship pilots are also qualified heavier-than-air pilots, so even though the blimps are gone, they won't be out of a job. They usually alternated a two-year tour of blimp flying with a similar hitch in HTA.

The pilot's major change in approach from heavier- to lighter-than-air flying was his definition of ordinary air. With an airplane, he was taught to consider air as a flowing medium. When he did an LTA stretch, he thought of air as a gaseous mixture in which a lighter body could float.

But with such technicalities cast aside, the airshipmen weren't really much different from other Navy airmen. To some of them, a hitch with the blimps was just another tour of duty. To others, it was a way of life.

— Dan Kasperick, JO1, USN.



# LETTERS TO THE EDITOR

## Manning Rail on Springfield

SIR: One of the letters to the editor in your June 1961 issue deals with salutes during the manning-the-rail ceremony. Your answer (p. 51) was along the lines that, although the correct procedure in such a case would be for the officers and men at the rail not to salute, the opposite procedure is carried out aboard ships of the Sixth and Seventh Fleets (among others).

I should like to point out that aboard *uss Springfield* (CLG 7) the first procedure is carried out. Those at the rail do not salute.

Here is a quote from a *Springfield* instruction entitled *Manning the Rail; procedures for*:

"G. The rail being manned, the Officer of the Deck will cause 'Attention' to be sounded at the approach of the dignitary. At one blast of the bugle or the first gun of the salute, all hands not in ranks or at rail shall salute, holding the salute until two blasts of the bugle are sounded or the final gun of the salute."—CAPT. J. V. Noel, Jr., USN

• *Thank you, captain, for the info. It seems about as authoritative as anything can be on this subject. Since Springfield is flagship of the U.S. Sixth Fleet—and right under the gun of COMSIXTHFLT—shipboard honors and ceremonies must be carried out in a way that's about as right as right can be.*—ED.

## Old Navee Sub Duty

SIR: I read the article, "Submarine Dolphins," in the January 1961 What's in a Name column with interest. It reminded me of my days in a submarine.

In 1920 I qualified for submarine duty aboard *uss N-7* home-ported at New London, Conn. I also served aboard *uss N-5*, *R-21* and *T-3*.

In those days submariners received \$1.00 per dive (not to exceed 15 dives per month), plus \$5.00 per month for dungarees. We used to say Uncle Sam bet us a dollar we wouldn't come up after a dive. Some of us won but others didn't.

When we went to sea, we were lucky to wash with fresh water or get our clothes off between ports. I don't recall ever having gone to sea without the ship's breaking down.

I have been wondering if this service entitles me to wear the submariner's dolphins? I am now attached to a Reserve surface division.

I would like to hear from some of the old-timers who served with me.—Norton O. Wandell, BMC, 62 Newport St., Buffalo 23, N. Y.

• *Your description of life on a sub*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept. Washington 25, D. C.

*back in the Roaring Twenties is quite a reverse commentary on the progress made in both the efficiency of submarine operation and the comforts afforded crews of the later model diesel and nuclear subs.*

*The records here show you qualified for submarines on 1 Nov 1923. Since there is no record of subsequent disqualification, it appears you are entitled to wear the silver dolphins.*

*We might add that, in our opinion, you really have earned them.*—ED.

## Gold Badge on Peacoat

SIR: I rate gold service stripes on my dress blue jumper. Am I authorized to wear a gold rating badge on my peacoat? If so, does the rating badge on the peacoat have to be the same as the rating badge on the blue jumper being worn?—A.H., AMS1, USN.

• *If you rate gold service stripes, you rate a gold rating badge. It should be worn on both the jumper and the peacoat. However, service stripes are worn only on the jumper.*—ED.

## Paricutin Challenges

SIR: A new entry in the challenge department. . . . The ammunition ship *uss Paricutin* (AE 18) recently completed a five-month deployment with the Seventh Fleet. During that period, this SERVPAC ship chalked up what she claims is a peacetime record of 73 ships rearmed (given ammunition in an underway replenishment).

*Paricutin's* CO and crew challenge any other PACFLT AE to top, or even match, her record.

Our San Francisco-based ship also maintained an accident-free schedule, with all commitments successfully met.

A record of "73 for Task Force 73" is another way of putting *Paricutin's* accomplishment. —The Crew, *uss Paricutin*.

• *That's the challenge. Can any PACFLT AE meet it? LANFLT?—ED.*

## Displaying U.S. Flag

SIR: Recently we received a request for information which has caused quite a bit of discussion. Can you supply the facts?

At a reception to be given by the British Consul in a hotel, there is to be a display of the United States, United Kingdom and Luxembourg national ensigns. Could you tell us how this is done? They are to be displayed flat on the wall.

I say the flags should be as nearly as possible of equal size, and that they should be arranged from left to right with the United States flag first followed by those of Luxembourg and the United Kingdom. This arrangement is as they would be seen when facing the wall. They should all be the same height.

Am I right?—D. L. W., LCDR, USN.

• *You would be right if the United States were hosting the reception. The rules for displaying the United States and foreign flags may be found in Art. 2181, "U. S. Navy Regulations" and Annex A of DNC 27. These regulations are not binding on foreign countries.*

*Since the United Kingdom is host for the reception, the proper display will be determined by their rules for display of national flags rather than those of the United States.*—ED.

## Members of 400 Club

SIR: While deployed with the Seventh Fleet in the Western Pacific from 3 May 1960 to 8 Jun 1961, *uss Rupertus* (DD 851) was at sea over 60 per cent of the time, steamed 85,000 miles and refueled at sea 77 times.

We don't claim this to be a record, but we do take pride in the fact that we also completed 400 consecutive days of overseas service without having missed an operational commitment or assignment.

To celebrate the occasion, our ship's baker whipped up a huge cake decorated with the inscription "400 Club." Even the newest member of the crew, who had been aboard only 8 days, could not help but feel proud.

During the celebration I told the crew that good fortune had indeed smiled on them but that at least 95 per cent of the credit for the record they had compiled must go to their good preventive maintenance, proper operation of equipment, and fast repair work. No doubt we'll increase this record as time goes on.—CDR A.C. Ansorge, USN, CO, *uss Rupertus*.

• *We'll be watching for your report. Keep up the good work.*—ED.





GREAT GUNS—Battleships USS Kearsarge (BB 5) and (Rt.) USS Iowa (BB 4) were among best of their day.

### A Fast-Moving Navy

SIR: I think I was the last of the 10 readers to get our copy of ALL HANDS. The magazine was dated March 1958.

I still found it interesting, however—especially one article about Rota, Spain, because it was my last deployment with the Construction Battalion.

There was another article which told about experiments with the Polaris weapons system. This one really caught me off guard because now, just four years later, Polaris is operational. It shows how fast the Navy is moving.—E. B. Durand, SWF3, USN.

• You have a good point there. It sometimes take a reminder like a three-year old magazine to make us realize just how fast the Navy is moving forward. Most of us tend to believe that everything is about the same now as it was four or five years ago.

It's when we look back a few years at specific items, such as Polaris, that we realize just how wrong we are. The only trouble with looking back is that it makes us feel old, and we can't let that happen, even if it's true.—Ed.

### Stars for Lorain County

SIR: Recently a full-dress captain's inspection was conducted aboard USS Lorain County (LST 1177) which was especially important to us.

During the inspection our CO, LCDR C.E. Nimitz, USN, reenlisted seven men out of our crew of slightly over 100. Five of these men will participate in the Navy's STAR Program, and six of the seven reenlisted for the first time.

The reenlistees were: John F. Baker, EN2; Donald L. Dickinson, SN; John B. Gilbert, SN; Phillip F. Gillette, FN; Barry W. Kitsch, SN; Ronald Monegain, SN; and Larry R. Peres, EN3.

This number of men may seem insignificant to men on board larger ships, but to the crew of this LST, seven is a sizeable number.—D. W. Stapleton, ENS, USNR.

• You have a right to blow your horn a little. Seven men out of an LST crew is a goodly number.

When you commented that the small number might sound insignificant to men in larger ships you were probably correct. But when we read this, we set our editor-in-charge-of-statistics-and-figures to work to show men of your larger sisters just how many men they would have to reenlist to attain this same ratio.

The way we figure it, you reenlisted slightly more than six per cent of your crew. If an aircraft carrier the size of Forrestal (roughly 3000 enlisted men) were to ship over this same percentage, it would have to reenlist some 180 men.

Although this figure is a little more impressive, and might get more publicity, the percentage is the same as yours.

Nice going.—Ed.

### Iowa and Kearsarge

SIR: In your September 1960 issue (Page 43) you printed an article under "What's in a Name," entitled "Sailing States." I would like to ask a question about USS Kearsarge.

I'd like to know the class of this ship. The article said, "Next came Iowa and Kearsarge." Is it possible that there was an earlier USS Iowa—earlier than the Iowa that's now in the Reserve Fleet? What class of battleship was Kearsarge?

This information means a lot to me. You see, I have plans for my future, such as, first going to Annapolis, and gradually working my way up to admiral.—Brent C. Hewel (age 12).

P.S. My father is a chief aboard USS Los Angeles.

• The Iowa mentioned in the article is the BB-4, an 11,410-ton, 362½-foot "sea-going coast-line battle ship." She was commissioned at Philadelphia, Pa., in 1897 and had a main armament of four 12-inch, eight 8-inch and six 4-inch rifles. Iowa was the only ship of her category and was stricken from the Navy list in 1923.

Kearsarge (BB 5) might be considered the lead ship of her own class. She was commissioned 20 Feb 1900, and her one sister ship—Kentucky (BB 6)

—was commissioned 15 May of that year. These two ships were about 13 feet longer and 130 tons heavier than the Iowa but had the same beam, 72¼ feet. Main armament consisted of four 13-inch, four 8-inch and 14 5-inch rifles.

These were fine ships in their day. But if they could be compared with your father's ship, they would look mighty old-fashioned.

Keep up with your school work, Brent, and pay attention to your physical fitness, and you'll find that you'll improve your chances of going to the Naval Academy.

Could it be that your father has something to do with your strong interest in the Navy?—Ed.

### Navy's Only Steam-Propelled LST

SIR: We thought you might be interested in reporting the recent exploits of USS Talbot County (LST 1153), the only steam-propelled LST in the active Fleet.

Talbot County returned to the Amphibious Base at Little Creek, Va., recently, after a tour in the Mediterranean with Task Force 61. We participated in amphibious landings in Spain, Italy and Greece.

During these exercises, our ship functioned as a helicopter landing platform, logging some 200 takeoffs and landings with more than 1600 combat-outfitted troops.

Our small craft demonstrated the ship's versatility by making a small scale landing of our own at Cape Teulada, Sardinia. These boats ferried a fire control party during shore bombardment exercises by units of the TF.

We think Talbot County did an outstanding job in handling many phases of amphibious warfare during the seven-month cruise.—The Crew, LST 1153.

• Talbot County is, in fact, the Navy's only steam-powered LST, although there were two such ships commissioned in the late '40s. The other, USS Tallahatchie County, was taken out of commission early this year to be converted into an advanced aviation base ship (AVB 2) by the Navy.—Ed.



## LDO Potential

SIR: I have a few questions about my present status as a warrant officer and also about my potential should I be selected as a limited duty officer.

1. If I am selected as an LDO(T), will I be commissioned as an ensign or a lieutenant junior grade?

2. If I am appointed ensign as a result of this year's selection, what will be my date of rank?

3. About how long must I serve as an LDO(T) ensign before I become eligible for LTJG?—for LT?

4. What will happen to me if I decide to remain a temporary warrant officer? Arithmetic shows me that my goal of 30 years' naval service will be denied me if the warrant officer program is completely phased out in 1975. At that time I will have only 28 years' service. Will I be allowed to revert to CPO and complete 30 years' service, or will I be forced to retire on 28?—CWO H.C.J., USN.

• We would like to take your last question first, because this seems to be the one most asked by warrant officers.

There are no plans to curtail the career of any professionally and physically qualified warrant officer short of 30 years' service. The 1975 date has been used merely as a date when the majority of warrant officers will have reached the 30-year level. If you wish to finish your 30 as a temporary warrant officer even if it is after 1975, there is nothing in the mill that will stop you.

If you are selected as a limited duty officer, you will be commissioned in the grade as determined by the Chief of Naval Personnel, consistent with the needs of the service.

Eighteen months after being commissioned ensign, you would be eligible for LTJG, and four years after making ensign you would be eligible for LT.

The probable date of rank for men selected as a result of this year's selection has not been determined.—Ed.

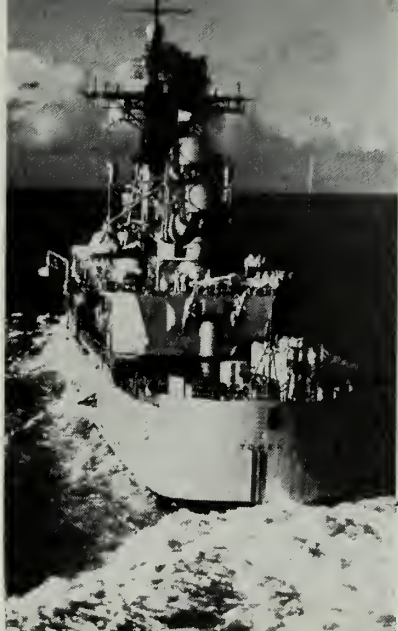
## Working His Way Back

SIR: Last October I was court-martialed and busted from SK1 to SK2. This court-martial did not involve any lack of ability as a storekeeper.

Is it possible to get my rating restored without taking the advancement examination? I have learned my lesson and truly regret the bust, particularly the loss of prestige.—C.F.J., SK2, USN.

• Ordinarily you would be subject to normal advancement procedures, which require you to serve two years as petty officer second class before you can be allowed to compete again for SK1.

However, Article C-7212 of the "Bumper Manual" does allow your commanding officer, in an exceptional case, to request that the Chief of Naval Per-



STERN VIEW—Guided missile cruiser USS Topeka (CLG 8) sets out to sea with Terriers aboard.

sonnel restore your rating without normal advancement procedures. Before he writes the letter, however, he must observe you for at least six months.

This article is designed for those men who are especially deserving of restoration of rate and is definitely not a normal procedure. Most men who take a bust, such as you did, are required to work their way back.—Ed.

## Basic Military Requirements

SIR: Most recent publications on training courses for advancement state that *Basic Military Requirements* (NavPers 10054) is mandatory for advancement to pay grade E-3. However, *Training Publications for Advancement in Rating* (NavPers 10052-H), does not list this as a required course.

The *Manual of Qualifications for Advancement* (NavPers 18068), page eight, states: "Candidates for advancement in rate or rating must complete the practical factors and successfully pass the written test based on the practical factors and examination subjects listed in this section. Military requirements are applicable to all candidates for advancement irrespective of the rating to which they are advancing. Candidates for advancement to a given pay grade are responsible not only for the military requirements applicable to that pay grade, but also for those applicable to all lower pay grades."

Why, then, isn't *Basic Military Requirements* (NavPers 10054) listed in NavPers 10052-H as a mandatory requirement for advancement to E-3?—H.M.C., YNC, USN.

• As you say, NavPers 10052-H, and previous issues of that bibliography, do not indicate that completion of NavPers 10054 is mandatory for promotion to pay grade E-3.

However, a forthcoming revision (NavPers 10052-I) will so indicate. This revision was scheduled for distribution some time in June, and should be available at your command soon.—Ed.



ON THE AIR—Pilots and crew line up for photo in front of their HTL-6 copter after setting unofficial record of 72 hours, 2 minutes aloft.



## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, *ALL HANDS* Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four months in advance.

• *North Sea Mine Force Association* — The 20th annual reunion will be held in the Hotel New Yorker, New York City, on 12, 13 and 14 October. For information, write to J. J. Kammer, 54 Walnut Ave., Floral Park, Long Island, N.Y.

• *uss Steuben County* (LST 1138) — Men attached to LST 1138 during World War II, who are interested in holding a reunion, may write to CDR C. B. Briscoe, USN, U.S. Naval Examining Center, U.S. Naval Training Center, Building 2711, Great Lakes, Ill.

• *uss Stafford* (DE 411) — The second annual reunion will be held on 14 October at the Ambassador Hotel. For further details, write to Elias Lipschutz, 119 Saranac Street, Rochester 21, N. Y.

## Passed But Not Advanced

SIR: When the results of the February exams came out, I learned, to my dismay, that I had passed the test for AK3, but due to quota limitations was not advanced. Instead, I was designated AKAN.

I believe that if a person passes the exam, but is not advanced because of such quotas, he should receive an increase in pay, if not in rating. I would like to know why this isn't done. — N.J.S., AKAN, USN.

• As we see it, the present advancement system is not only practical, but indeed quite fair.

Although you passed the AK3 exam, it doesn't necessarily mean you have what it takes for advancement. The AKAN designator you received is intended to be an incentive to enable you to continue your training and studies within the AK rating so that the next time exams roll around you will have boned up enough to qualify for advancement. Fair enough? — Ed.

## Computing CWO's Retirement Pay

SIR: I have read various instructions on the subject of retirement pay for Commissioned Warrant Officers, but have yet to find a definite answer in the case of a CWO with 29 and one-half years' continuous service.

My question: When a CWO retires with 29 and one-half years' service, is his retired pay computed on the "over 26 years" basic pay scale or on the "over 30 years" basic pay scale? — R.M.K., JR., CWO, USN.

• Assuming you have been on active duty continuously since 1 Jun 1958 or earlier, the formula for computing your active non-disability retired pay is: Two-and-one-half per cent — times — the monthly basic pay you are receiving on the day of your retirement — times — your years of service creditable for pay purposes.

In applying the formula to your particular case, the second factor (monthly basic pay) would be that of a CWO-4

with over 26 years' service. The third factor (years of service creditable for pay purposes) would be 30, since a period of six months or more counts as a full year for the purpose of determining this multiplier.

Official word on this may be found in paragraph 3.m. of BuPers Inst. 1811.1B — Ed.

## Norfolk's New Insigne

SIR: We think you will be interested in a change made recently aboard *uss Norfolk* (DL 1)—she now proudly carries a new emblem.

*Norfolk* which was built at a cost of more than 44 million dollars—with money raised by the citizens of Norfolk, Va., through war bond subscriptions—has changed her emblem to conform to the history of the city. It now features a picture of the city's mace mounted on a shield with a scroll beneath the mace inscribed, *uss Norfolk*.

The mace on the ship's emblem is a copy of that presented to the then Borough of Norfolk by Lieutenant Governor Robert Dinwiddie of the Dominion of Virginia in mid-eighteenth century.

Maces were originally instruments

of war, useful for cracking helmets and skulls of medieval warriors.

They later became symbols of authority and, as such, became highly ornamented works of art.

The pride and affection the citizens of Norfolk feel for *uss Norfolk* are shown in their efforts in creating her.

*Norfolk* now seeks to honor them by carrying a representation of the mace of Norfolk on her sides. — Harry C. Royal, III, ENS, USNR.

• *Norfolk, Va., is about as Navy as a city can get without actually putting out to sea.*

*The feeling the city has for Norfolk is well known and we think it appropriate that the representation of its mace should go to sea on the insignie of its Navy namesake.* — Ed.

## He Can't See Shore Duty

SIR: I was rather disappointed to learn upon being graduated from Class "A" Yeoman School that I, along with several others in my class, would be stationed at one shore command for the duration of enlistment. In my case, until June 1964.

Many old salts have informed me I should be grateful to be ordered to shore duty rather than sea duty. I say no. I am not.

Why should an unmarried seaman faced with three years' service receive a choice shore billet when there are men in the Fleet screaming for just such an assignment? Personally, I would prefer sea duty and a chance to go overseas. That was one of the main reasons I chose the Navy over one of the other services.

Does the Navy plan to revise the present policy of having "A" school graduates spend all of their active duty ashore? — J.M.S., YNSN, USN.

• The latest directives on this subject provide that "A" school graduates remain ashore for their entire first enlistment, or three years if the enlistment is for six years. At present, there is nothing in the works to change this.

This doesn't mean, however, that all "A" school grads will definitely be assigned ashore if they would rather go to sea. If you indicate a preference for sea duty on your school's availability report, the Navy makes every effort to see that you get it.

In some instances, however, urgent service needs take precedence over personal desires, and you will be assigned to shore duty whether you request it or not.

A review of your orders shows that the Chief of Naval Personnel made you available to EPDOPac for assignment since you had not requested shore duty. EPDOPac had the choice of ordering you to duty afloat, overseas duty, or Fleet shore duty. You were needed ashore. — Ed.





## Side Boys for EM

SIR: I have seen several variations in the number of side boys used for piping a CPO into retirement. They run all the way from using every chief on board to eight or less.

Are such honors classed as special, and technically not regulation? As far as I can determine, if side boys are to be used officially, enlisted men would rate only two. — T.M.A., BMC, USN.

• *Side boys for retiring chiefs, or any other enlisted man, are not prescribed or specifically authorized by regulations. The number to use when piping an enlisted man into retirement, therefore, is up to the people who arrange the ceremony.*

*"Navy Regulations" (Art. 2139) prescribes the number for officers. — Ed.*

## National Service Life Insurance

SIR: When the holder of a National Service Life Insurance policy dies, from what source is the insurance money paid to designated beneficiaries? Is it from NSLI funds, or from a special fund set up by Congress?

Also, may the money in the NSLI reserve fund be invested in any manner? How is the amount of the annual dividend determined? — I.F., PHC, USN.

• *When an NSLI policyholder dies, the proceeds of the policy are paid from the participating NSLI Fund. The assets of this Fund, as of December 1959, were slightly more than six billion dollars. The majority of this money is invested in U. S. Treasury Notes and policy loans.*

*The annual dividend that is paid is determined by the Administrator of Veterans Affairs. It is based on an actuarial formula, after all payments due the NSLI have been received and the liabilities ascertained. — Ed.*

## Time for Pro-pay

SIR: I thought a person in an outstanding effectiveness rating was eligible to participate in the examination for P-1, providing he has served or is obligated to serve seven years' active duty.

I served three years in the USMC and will have eight years' accumulated service when my present enlistment in the Navy expires. I was recommended for P-1, but was not permitted to participate because I didn't have enough service. How do they figure? — C.W.O., MR2, USN.

• *They were correct in not allowing you to take the proficiency pay examination. Service in the Marine Corps is not active service in the Navy for advancement or proficiency pay purposes.*

*You will not be eligible for pro-pay until you have served in the Navy for seven years, or have obligated yourself so that you have a combination of seven years' obligated service and actual time served in the Navy. When you reenlist you'll be eligible. — Ed.*



**PROUD NAVYMEN**—Sign on the gangway of USS Sierra (AD 18) expresses the pride that destroyermen feel for their part of the Navy.

## Jet Mechanics

SIR: I was under the impression that our Navy was switching to jet power in naval aviation. Because of this, I became an ADJ (aviation machinist's mate, turbo-jet mechanic), rather than an ADR (reciprocating engine mechanic).

If this is true, why is there such a great difference in the number of men in the two aviation machinist's mate ratings? I can understand the need for ADRs, but it seems to me there would be at least an equal need for good qualified jet mechanics. — W.R.H. ADJC, USN.

• *You're correct in assuming that*

*the Navy is going for jet power in its aircraft. This, however, will take some time. The requirements for ADs already reflect the change.*

*Currently there are about twice as many ADRs in the Navy as there are ADJs, but that ratio will reverse itself in the years to come. The advancement opportunities for ADJs, for example, as a result of the August 1961 examinations, will be greater than those for ADRs. This trend will continue as the number of jet aircraft increases and the number of planes with reciprocating engines decreases. — Ed.*

## Reservist Retires

SIR: I am a Naval Reservist, now on active duty, who has served in both World Wars and the Korean conflict. I have some questions concerning retirement.

First, I have been told that the years from the end of WW II until 1949 could be counted towards retirement, provided the Navyman concerned was at least in the inactive Reserve. When did this period actually end?

Second, is it possible for a Reservist to go into the Fleet Reserve after 19 years and six months of active duty? — A.B.D., PHC, USNR.

• *The answer to your first question presents no problem. The cutoff date was 30 Jun 1949.*

*Your second question is a little more complex, since in your case there are two types of retirement to be considered — Fleet Reserve — and Retired Reserve.*

*Reserves on active duty can go into the Fleet Reserve after 19 years and six months of active duty.*

*You might also transfer to the Retired Reserve under Title 10, USC 6327, after 20 years of active duty, providing 10 of the last 11 years were continuous.*

*As for which would be best for you, that would depend on the details of your particular case. — Ed.*

## Extension Year At Sea?

SIR: I am due to be rotated from shore duty in September 1961, the same month in which my current enlistment expires. To complete 19 years and six months' service before transfer to the Fleet Reserve, I need a year extension.

Can I expect orders to sea duty for the extra year, or will I be retained on board my present command? — R.J.R., AD1, USN.

• *You are obviously planning to extend in order to become eligible for transfer to the Fleet Reserve. When you do extend, you will be rotated to sea to complete the extra year.*

*BuPers Inst. 1830.1A explains the reasoning behind this. In effect, it says: Since so many people are going into the Fleet Reserve nowadays it is necessary to cut down on the extension of shore tours for them. Otherwise, these extensions would interfere with the orderly system of sea-shore rotation. — Ed.*

**Command At Sea Insigne**

SIR: With regard to BuPers Notice 1020 of 25 Nov 1960, I would like to know if the Command at Sea Insigne can be worn by a former commanding officer who has reverted to his enlisted status (CPO) — assuming, of course, that all other requirements are met. — E.J.A., QMC(SS), USN.

• Enlisted personnel are not eligible for the Command at Sea insigne. BuPers Notice 1020 of 25 Nov 1960 limits eligibility to officers who are serving in command, or who have successfully completed a normal tour of duty in command of commissioned ships or aviation squadrons.

If an enlisted man, who has successfully commanded a commissioned ship or aviation squadron while serving as a commissioned officer, resumes his officer status after retirement, he may then apply for the insigne. Application may be made to the commandant of the naval district in which he resides.

The device may be worn on the uniform of a commissioned officer not above the rank of captain.

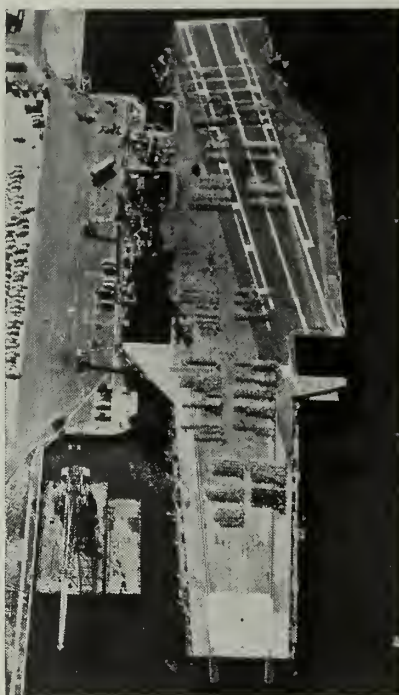
It cannot be worn with the enlisted uniform. — Ed.

**TAR Applying for LDO**

SIR: I have checked the latest directives on eligibility requirements for TAR personnel who wish to apply for commission under the LDO(T) program. They leave me slightly confused.

BuPers Inst. 1120.18G states that I must be in the Regular Navy on the date I take the examination for LDO. Does this mean that, since I am active with the Training Administration Reserve, I am not eligible to apply?

Next, I intend to ship into the Regular Navy in May 1962. The LDO instructions say I must apply for LDO



**LOOKING DOWN** — Crew members line up on flight deck of USS Saratoga (CVA 60) moored at her home port, Mayport, Fla.

in March of the year when I plan to take the examination. Could I apply for LDO in March 1962 while I'm still a TAR and take the exam in June, at which time I'll be USN?

Another problem: I will probably get transfer orders in late May 1962. Assuming I will be eligible to take the test the following month (having shipped Regular the month before), is there a provision for holding me at my

present command for a few days so I can take the exam? — W.E.D., SKC, USNR.

• If you plan on shipping Regular in May 1962, you would be correct in applying for the LDO(T) Program that March. However, you must be serving in the Regular Navy when you take the written exam (Officer Selection Battery) in June.

You will probably be given 30 days' lead time when you reenlist in May, so the chances are good that you'll still be at your present command when exam time rolls around. To be on the safe side, though, you should submit a delay in transfer request with your availability report (see BuPers Inst. 1130.4F).

BuPers Inst. 1120.18G, which you mentioned, contains all the provisions or exceptions for administering the Officer Selection Battery. — Ed.

**GI Educational Benefits**

SIR: I am assistant personnel officer of a patrol squadron, and recently I received an inquiry about veterans educational benefits that I wasn't able to answer with any degree of assurance.

It is my understanding that GI educational benefits expire in January 1965. The specific question I was asked involved a man who plans to enroll in college before January 1965. If he enrolls before the deadline date, will his benefits continue throughout the number of months of education to which he is entitled, or will all such benefits end on January 1965, regardless of enrollment date? — P.S.K., LTJG, USN.

• The January 1965 date is an absolute deadline and all benefits under the Korean GI Bill must be received by that date. The enrollment date has nothing to do with it. — Ed.

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## Nice Day for 'Dux'

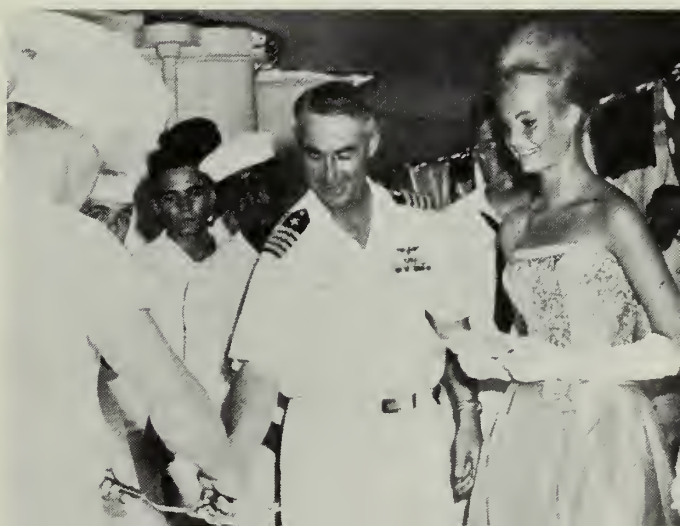
If you've ever been in Miami, you'll probably agree that liberty there is among the best to be found anywhere. However, the liberty is even better when the Miss Universe Beauty Pageant is underway in that city.

The men on board the seaplane tender *USS Duxbury Bay* (AVP 38) can honestly say that — at least for once — they were at the proper place at the proper time. They not only pulled liberty in Miami during the beauty pageant, but were honored also with a visit to their ship by Miss Universe of 1961, Marlene Schmidt of Germany.

Clockwise from upper left: (1) Marlene Schmidt, Miss Universe of 1961, is piped aboard *Duxbury Bay* at Miami. (2) Miss Universe and G. Sidor, EM3, view the city from the bridge. (3) N. Georgijewski, IC2, plants a kiss on the cheek of Miss Schmidt. (4) Capt. L. R. Geis, USN, CO of *Duxbury Bay*, gets a nice slice of cake as Miss Universe and the ship's crew look on. (5) Miss Schmidt thanks R. Dismang, CS3, for his part in preparing the buffet luncheon.

— Story by WO Douglas L. Murray, USN.

— Photos by James A. Hendricks, PH2, USN.





# The Service Pistol

**T**HERE COMES A TIME in the career of just about every Navyman when he has to handle a pistol. Gangway watch, shore patrol, guard mail, brig or prisoner guard, or payday guard are some occasions when you may find yourself with a pistol on your hip.

You'll probably be carrying the Navy's standard service pistol, known as an "automatic pistol, caliber .45 M1911A1." This is the weapon you are checked out on as a candidate for advancement to E-4.

As its 1911 date indicates, it has been around quite a few years. Although the present M1911A1 differs from the original model only in minor details, it's still a good weapon.

Many Navy men have completed their tours without ever having to fire a small arms weapon in line of duty, but you should know how to use it and, equally important, *when* it should be used. Details may be found in the *Landing Party Manual* and numerous training courses, but you'll find here a condensed version of those words of wisdom.

Of course, you'll probably have specific orders pertaining to the particular duty you are carrying out, but according to OpNav Inst. 5500.4A, an individual is authorized to fire a weapon *only* under the following conditions:

- To protect his own life or the life of another person where no other means of defense will be effective in the particular situation.
  - To prevent the escape of a person known to have committed a serious crime such as armed robbery, murder, or rape, and there is no other effective means available to prevent such escape.
  - To prevent acts of sabotage, espionage, arson or other crimes against the government after all other available means of preventing these crimes have failed.
- In other words, think twice before you fire your gun deliberately. To avoid accidents, follow these rules:
- Keep the pistol in the holster, except when relieving the watch, or when you are called on to use the pistol or have it inspected. (This also means that you shouldn't examine, clean, polish or play with the pistol on watch. It isn't just a toy that goes bang-bang.)

## SAMIs Can Be Found Almost Everywhere

The Navy has a moderate small arms competitive program which features qualified and trained instructors located throughout the country to assist those in the area in small arms matters. These Small Arms Marksmanship Instructors are available for conducting classes, qualifications firing, and similar activities.

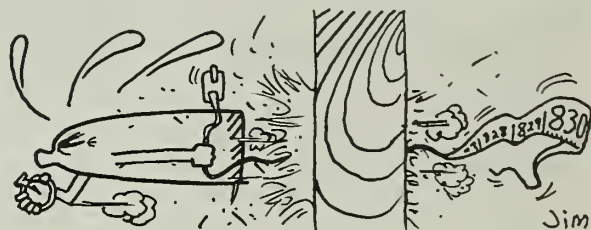
You will find SAMIs at the following Naval Districts: 1st, 3rd, 4th, 5th, 6th, 8th, 9th, 11th, 12th, 13th, 14th and 17th. They are also at NAVSTA Key West, Guantanamo and San Juan, and at Naval Air Stations Patuxent (PRNC), Jacksonville, Pensacola, Corpus Christi and Memphis. A Small Arms Training Unit is located at Camp Elliott, attached to the Naval Training Center, San Diego.

- Keep the pistol chamber unloaded. However, there should be a full magazine in the pistol — unless you are told otherwise.

**L**ET'S TAKE A GOOD LOOK at the gun itself.

The M1911A1 is a recoil-operated, magazine-fed, self-loading pistol. It has a magazine capacity of seven rounds, weighs two pounds seven ounces, has a .45-inch bore caliber and the weapon measures 8.6 inches in over-all length.

A bullet leaving its muzzle has a velocity of approximately 830 feet per second and a maximum range of 1600 yards. The maximum effective range is considered to be 50 yards. (But this is all relative. If you fired at a white pine board 250 yards away, the bullet would penetrate four inches — and a one-inch penetra-



tion in white pine corresponds to a dangerous wound in a human being.)

**T**HE BEST WAY to become acquainted with a weapon is to field-strip it.

First, make sure your pistol is unloaded. Point it in a safe direction and remove the magazine by pressing the magazine catch. Then pull the slide to the rear and inspect the chamber for a live round. Release the slide and lock the safety lock. Next, rest the pistol's butt on a flat surface with the barrel and receiver group in a vertical position, with the butt end down and pointing toward you.

Press the recoil spring plug inward and turn the barrel bushing to the right until the recoil spring plug and the end of the recoil spring protrude from their seat, releasing the tension of the recoil spring. As the recoil spring plug protrudes from its seat, keep your finger or thumb over it, so it won't jump away and hit you or get lost. Draw the slide rearward until the smaller rear recess in its lower left edge stands above the projection on the thumbpiece of the slide stop. Then press gently against the end of the pin of the slide stop which protrudes from the right side of the receiver. Remove the slide stop.

The barrel link is released by this action—which allows the barrel with the barrel link and the slide to be drawn forward together from the receiver. They carry with them the barrel bushing, recoil spring and plug, and recoil spring guide.

These parts are removed from the slide by withdrawing the recoil spring guide from the rear of the recoil spring and drawing the recoil spring plug forward from the slide. Next, turn the plug to left to remove from recoil spring. Turn the barrel bushing to the left



until it may be drawn forward from the slide. This releases the barrel which, with the barrel link, may be drawn forward from the slide. By pushing out the barrel link pin, the barrel link is released.

That's how to field-strip it. To put it back together you merely proceed in the reverse order, if you can.

**Cleaning the Pistol.** The first step is to make sure that it is unloaded.

Most mechanical trouble can be traced to improper care and cleaning.

Since damp air and moist hands cause rust, your pistol should be cleaned and protected after every drill or handling. To clean the pistol before firing, rub it with a rag that has been lightly oiled. Then wipe it with a dry cloth. Swab the bore first with an oily flannel patch and then with a dry one. Dust out the crevices with a small, clean brush.

**Cleaning After Firing.** After your pistol has been fired—and not later than the evening of the day it was fired—you must clean it to remove powder residue. For the next two days it should again be cleaned and oiled. (Caution: Don't oil the bore before cleaning it.)

Here's how you clean your gun after firing. First, remove the slide and barrel. Saturate a patch with rifle bore cleaner. Dry-cleaning solvent or hot soapy water may be used if you don't have any rifle bore cleaner. Insert into the breach the cleaning rod and cloth patch and work it back and forth several times. Then do the same thing with the cleaning brush.

Next, run several patches saturated with the cleaning agent through the bore—and follow these with dry patches until they come out clean and dry. If the bore is still not clean repeat the process. After the bore is clean, saturate a patch in the preservative oil and run it back and forth through the barrel a number of times.

After firing, swab all surfaces of the slide and receiver, first with a saturated oily patch, and then with dry patches. Pay close attention to crevices. Cover all parts with a light coat of oil after cleaning.

**Firing Your Pistol.** Here is one process that must be carried out under an instructor. But some knowledge on your part of what's going on will help a great deal.

Insert the magazine into the receiver. Draw the slide back all the way and then release it. This brings the first cartridge into the chamber. (Should the slide be open, push down the slide stop to allow the slide to move forward.) The hammer is then cocked and your pistol is ready to fire.

If you want to make your pistol ready for instant use and ready to fire the maximum number of shots (eight) without delay, draw back the slide and insert a cartridge by hand into the chamber of the barrel. Then allow the slide to close. Next, lock the slide and the cocked hammer by pressing the safety lock upward, and insert a loaded magazine. Then, when raising your pistol to the firing position you need only press down the safety lock.

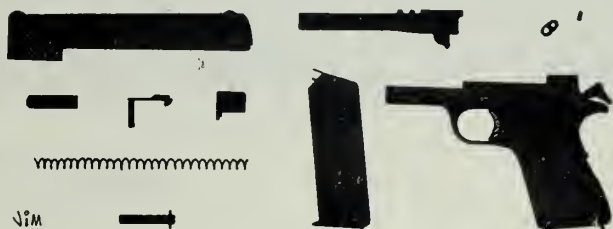
Aim at your target and squeeze.

That's about the bare outline of firing. There are many finer points, such as grasping the pistol, position of the body, sighting and aiming, and trigger squeezing, that you'll get from your instructor.

**THE M1911A1** is one of the safest pistols you'll ever meet. Nevertheless, you have to cooperate with it just a little if you want to avoid a tragedy. No matter how familiar you become with your weapon, you

should still remember that it is capable of killing a man—including yourself. Here are some basic safety pointers to keep in mind:

- Never, no never, point a gun at a person in fun.



It won't be funny if it is accidentally discharged and you are faced with a manslaughter charge. More grim to live with, if you are like most of us, will be the knowledge that you have injured, crippled or killed a shipmate through your carelessness. This will stay with you for the rest of your life.

- Assume that every pistol is loaded until you have proved it to be otherwise.
- Always unload your pistol before leaving it where someone else may handle it.
- Never put your finger inside the trigger guard until you intend to fire the gun.

There are other safety rules to be followed when on the firing range but, again, you will be briefed on these by your instructor.

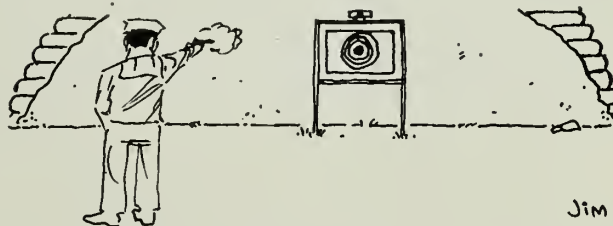
**ALL QUALIFIED PERSONNEL**, both officer and enlisted must requalify at specified periods to maintain their proficiency. Some men, such as those with duty in landing parties, security watches, air crewmen, guards and Seabees will require more advanced study and practice than those whose duties do not require use of a weapon.

But whether you carry a pistol as a part of your routine duties, on rare occasions, or almost never, you'll probably receive your training and practice on a shoreside pistol range.

Navy pistol ranges incorporate 15-yard, 25-yard and, usually, 50-yard positions from which different courses may be fired.

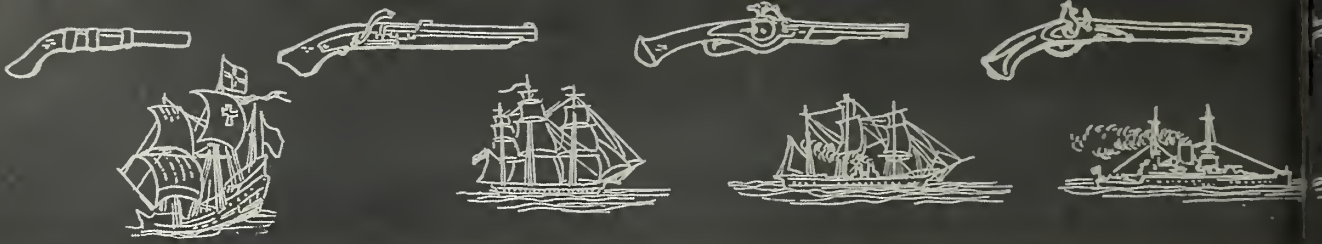
Forty rounds are fired in the Pistol and Revolver Expert Course (Course E). Maximum score is 400. The qualifying scores are: Expert—300; Sharpshooter—280; Marksman—220.

Pistol Experts are awarded a medal and authority

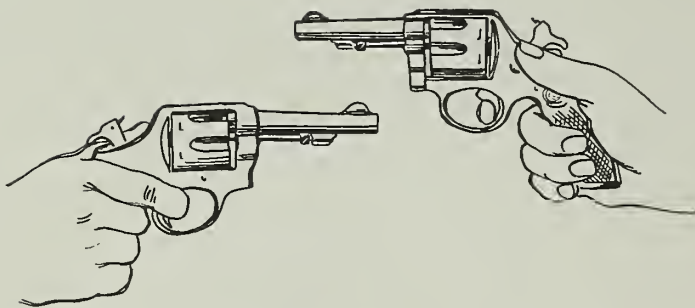


to wear the corresponding ribbon. A designation above Expert is Distinguished Pistol Shot. This rates a gold badge. Details on these and other aspects of qualifications in all types of small arms, and the trophies and awards for Fleet Matches, U. S. Navy Matches, National Matches and National Rifle Association Matches are contained in Section XIII of the *Landing Party Manual* (1960 edition).

— Wm. J. Miller, JOCM, USN



# FACTS ON PISTOL HANDLING



## HOW TO CARE FOR YOUR PISTOL

Always clean your pistol at the end of each day's firing.

Never fire a pistol with any dust, dirt, mud or snow in the bore.

Before loading, make sure that no patch, rag, or other object has been left in the barrel.

Don't lay the pistol on the ground, where sand or dirt might enter the bore or mechanism.

A pistol left in a leather holster will rust owing to moisture absorbed by the leather.

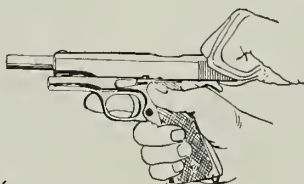
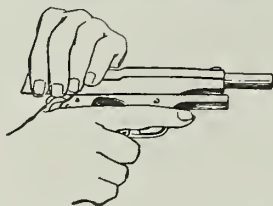
To remove a cartridge that has not been fired, remove the magazine, then extract the cartridge by drawing back the slide. Be sure to look into the chamber to make certain it is empty.

Never use a dented or damaged magazine.

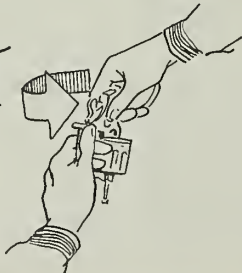
Keep the pistol clean and lightly lubricated, but don't let it become gummy with oil.

Don't snap the hammer while the pistol is partially disassembled.

When inserting the magazine, be sure it engages with the magazine catch. Never insert the magazine and strike it smartly with the hand to force it home; this may spring the base of the turning lips at the top. Insert it with a quick continuous movement.



RIGHT HAND SHOOTERS



LEFT HAND SHOOTERS

## SAFETY RULES

Always point the pistol up when snapping it after examination. Keep the hammer down when the pistol is not loaded.

Before loading, draw back the slide and look through the bore to make sure that it is free from obstruction.

On the firing range, do not insert a loaded magazine until the time for firing.

Don't load the pistol with a cartridge in the chamber until you have taken your place at the firing point. If there is any delay, lock the pistol, and don't unlock it until just before you raise your arm to fire.

Always remove the magazine, unload the pistol and lock slide back before leaving firing point.

Test your safety devices frequently.

## NAVY'S STANDARD

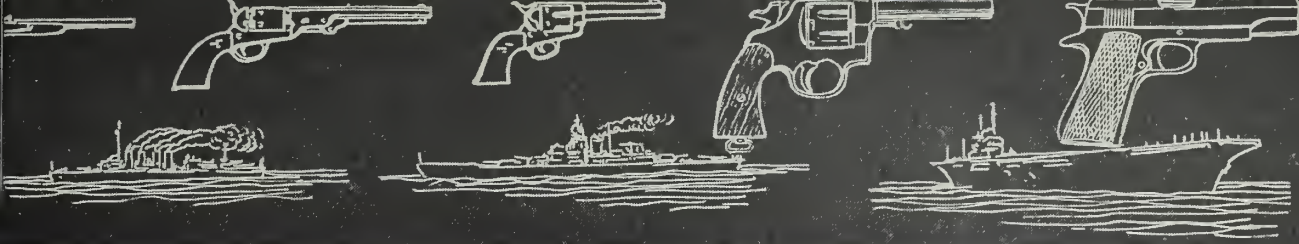
One of the world's most famous weapons, the "automatic pistol, caliber .45, M1911A1," is the weapon that male candidates for E-4 must check out on when taking the small arms exam. The *Manual of Qualifications for Advancement in Rating* requires that it be fired, stripped, cleaned and assembled.

Recoil-operated, magazine-fed, and single-action, it weighs 39 ounces and is 8.6 inches long. Technically, it is semi-automatic, for you must pull the trigger for each shot. If it were a true automatic weapon the remaining shots would be fired as long as you kept the trigger squeezed.

The firing pin cannot touch the primer until it receives the full blow of the hammer. For safety devices it has a disconnecter, grip safety, lock notch and a safety lock. Despite all these features, when handling and firing this or any other weapon you must be alert to follow the precautions.







# OLING FOR NAVYMEN

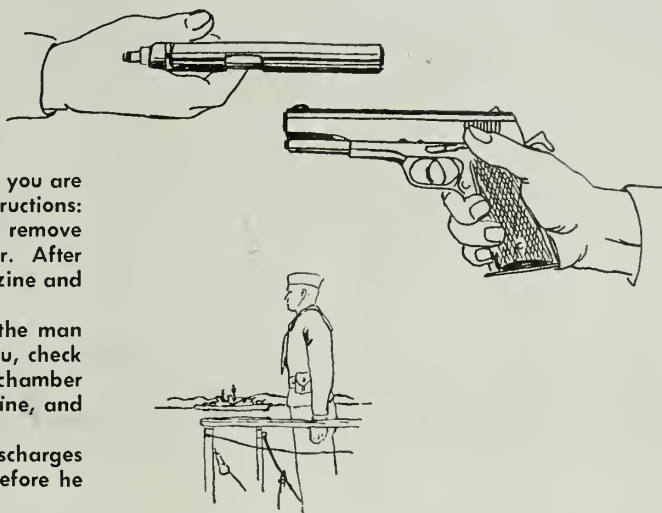
## PASSING

To avoid accidental discharge of your weapon when you are relieving the watch or being relieved, follow these instructions:

When you are being relieved, come to raised pistol, remove magazine, lock slide open, and inspect the chamber. After making sure the chamber is empty, you turn the magazine and pistol (with slide open) over to your relief.

When you relieve the watch, stand to one side of the man you are relieving. When he turns the pistol over to you, check the number of rounds in the magazine, make sure the chamber is empty, *release the slide before inserting the magazine*, and immediately return the pistol to the holster.

Bear in mind that 90 per cent of all accidental discharges occur because the handler fails to release the slide before he inserts the magazine.



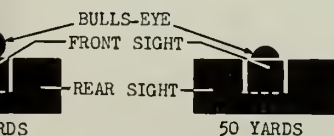
## AND HAND WEAPONS

The .38 caliber Smith and Wesson revolver is another gun you may encounter during your career, especially if you are in aviation. Issued during World War II as a substitute for the .45 M1911A1, a considerable number are still in use. It is frequently issued to flight personnel because of its lighter weight. (It weighs only 29 ounces.)

The cylinder contains six chambers and, as on other Smith and Wesson revolvers, rotates in a counter-clockwise direction (when looking forward, as when sighting).

Safety features include the hammer block, the rebound slide, the bolt and cylinder stop. The hammer block provides protection against the gun being accidentally fired if dropped.

This weapon may be fired both single- and double-action, with the single-action method being the more accurate. Double-action can be used effectively up to about seven yards. Single-action will generally be more accurate at longer ranges.



## ON THE FIRING LINE

Stand at right angles (roughly) to the firing line with your feet about 15 inches apart. Distribute your weight equally on both feet. Try to be well balanced and relaxed. The shoulder of your extended arm should be raised slightly.

Just how far your body lines up from an exact right angle to the firing line is determined by the ease with which your head can be turned. There should be no strain on the neck muscles. Your stance—with the exception of your extended shooting arm—should be maintained with the least muscular effort. Balance your body instead of holding it in position. The hand of your non-shooting arm may be placed at your waist, in a pocket, or you can just let it hang naturally.

You will be using an open sight. For perfect alignment, line up the top of the front sight with the top of the rear sight. There should be an equal line of light on either side of the front sight as it sits between the two sides of the rear sight. Avoid canting (tipping sideways) your pistol. The specific point to aim at varies with the pistol and the distance. With most guns, at 25 yards the aim is usually taken at the bottom edge or at the bottom part of the bulls-eye; at 50 yards, in the center or upper part of the bulls-eye.

When your sights are lined up on the target, take a normal breath. Hold it until you have fired.

You don't pull the trigger—you squeeze it. Apply pressure—gradually and without jerks—straight back.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**WINNING COMBINATION**—Crew Ten of NAS Norfolk, Patrol Squadron 44 has racked up a perfect score in ASW competition for third year.

## Big Brain at Point Loma

San Diego's Point Loma has become the home of the Navy's first Fleet Computer Programing Center. It is manned by approximately two hundred naval and civilian scientists, mathematicians and programmers who are moving from the Naval Electronics Laboratory to occupy the new center.

The center's personnel will work with digital computers to produce computer programs for ships of the Fleet. Programs are necessary to operate the Naval Tactical Data

System (NTDS) composed of transistorized computers, pictorial displays and digital communications equipment now being installed in several combatant ships.

NTDS will greatly increase the ability of task force personnel to keep tabs on high-speed targets by automatically computing and processing battle intelligence, solving and displaying combat problems and communicating information and orders between units of a task force.

These automated processes occur instantaneously and continuously.

## SubPac 'Es' Set New Marks

The Battle Efficiency "E" awards for fiscal year 1961 had Pacific Fleet submariners scurrying for the record books to see if they had a "first" to report. They did. In fact, they came up with several.

San Diego's *uss Salmon* (SS 573) received an "E" for the fourth straight year — the first time any Pacific Fleet ship has done so. *Salmon*, incidentally, has only been with the Fleet since 1957.

The selection of Pearl Harbor's *uss Sargo* (SSN 583) marked the first time a Pacific nuclear sub had come up with an "E," and *uss Coucal* (ASR 8) received one to reinstate battle efficiency competition among submarine rescue vessels, which had been dropped in that class following World War II.

Other "E" winners were: *Cusk* (SS 348), SubDiv 11; *Grayback* (SSG 574), SubDiv 12; *Bugara* (SS 331), SubDiv 31; *Ronquil* (SS 396), SubDiv 32; *Aspro* (AGSS 309), SubDiv 51; *Diodon* (SS 349), SubDiv 52; *Rasher* (AGSS 269), SubDiv 53; *Sterlet* (SS 392), SubDiv 72; *Gudgeon* (SS 567), SubDiv 73.

## Winning Plane Crew

Chalking up a perfect score is a routine matter for crew 10 of NAS Norfolk's Patrol Squadron 44. For three consecutive years the plane's eight crewmen have accomplished a clean sweep in ASW competition, scoring 100 per cent in each of several exercises.

The annual squadron competition consists of exercises to search out and localize an "enemy" submarine, then "destroy" it with rockets, bombs, and torpedoes.

Matching the skills of the airdales against the elusive submarine is emphasized in the scoring.

The squadron insists its winning crew rates an extra pat on the back for their perfect mark of fiscal year 1961. They switched aircraft midway through the year's competition — from a P5M *Marlin* to a P2V *Nep-tune*. It just goes to show, they say, that names may change, but the game's (and winner's) the same.

## YESTERDAY'S NAVY



In September 1865 the United States Naval Academy was moved from Newport, R. I., to Annapolis, Md. On 1 Sep 1814 the U. S. Sloop *Wasp* sank the British brig *Avon* with some of her crew in a night flight. On 5 Sep 1776 the Marine Committee decided upon the uniform to be worn by officers of the Navy and Marine Corps. On 5 Sep 1795 the United States concluded a treaty of amity and friendship with the Dey of Algiers. On 7 Sep 1797 the *Constellation* was launched at Baltimore, Md. On 27 Sep 1860 Marines landed at Panama from *USS St. Mary's* during an insurrection.



## Duval County's Odyssey

The men of *uss Duval County* (LST 758) may have a double claim to fame. They may be the first people to know the exact size of our fiftieth state, and some of them are at least candidates for "the U. S. Navy's loneliest duty" title.

As part of a hydrographic survey of the Pacific Ocean, *Duval County* was assigned the task of making a survey of the outer islands and reefs of the State of Hawaii. The ship traveled from Pearl Harbor to Kure Island and gathered new information and data every nautical mile. At some of the ship's stops, it was impossible to make a boat landing, so a helicopter had to transport men and supplies. A total of 187 of these helicopter lifts was made during the survey.

One of these stops was at Gardner Pinnacles, about halfway between the islands of Oahu and Midway. There wasn't even enough room on the main pinnacle for a helicopter landing, and a boat landing was impossible.

The problem was solved by lowering personnel and supplies in a coaling sack to a small level area on the pinnacle. The men were able to enlarge the level area enough to permit a helicopter landing.

At Necker Island the men found live bombs which were apparently dropped during World War II. The explosives had to be cleared away before the crew could get to work on its survey.

## Mr. Push-a-Button

Your radar is useless, your sonar is useless, your guided missile launcher is useless, in fact your entire ship is useless without you and your shipmates. Perhaps we need to be reminded of this sometimes.

A Navy-produced film that is now being distributed to the Fleet should provide the reminder. It is called *Mr. Push-a-button* (MN-9483), and it dramatizes the importance of the individual in today's technical Navy.

The story tells of a lieutenant who is overly impressed with the missile age and thinks men are becoming obsolete. This lieutenant soon comes to realize, however, that all the equipment in the world is worthless unless he has someone to operate it. Machines still can't think.

Through this film the Navy Photographic Center in Washington, D.C., tells an important story.



**SUB HUNTER**—World's most advanced helicopter weapons system, Navy's twin-turbine HSS-2 helicopter, takes carrier suitability trials.

## Hydrofoil Test Craft

If plans work out as they should (which they rarely do) you can look forward to duty some day on ships capable of speeds up to 100 knots.

This possibility came a step nearer when the Navy awarded a contract for the design and construction of a 15-ton high-speed hydrofoil test craft.

The new craft will have the capacity to test a wide variety of foil types and foil arrangements at speeds up to 100 knots. Its catamaran hull will contribute to its versatility in changing foil systems.

During foil-borne operations the vessel will be powered by a turbo-

fan engine. In the normal displacement condition, two 75-hp outboard engines will provide propulsion. The craft will utilize a completely automatic system to control height and vertical motion while "flying" on its foils.

The new hydrofoil test craft is essential to the research and development program aimed at obtaining the knowledge necessary to build large, high-speed, ocean-going hydrofoil ships. It will constitute an important tool in this research.

With a length of 52 feet and a width of 24 feet at the beam, the high-speed hydrofoil craft is expected to be engaged in its testing program within 18 months from the start of construction.

## PacFlt Gets Sleek, New DDs

The Pacific Fleet's destroyer arm was beefed up considerably when *uss Henry B. Wilson* (DDG 7) and *uss Agerholm* (DD 826) steamed into San Diego for duty with COMCRUDESAC.

*Wilson*, a new ship (commissioned in Boston late last year), is the first guided missile destroyer to be assigned to the Pacific, and is the first Pacific vessel to be armed with the *Tartar* ship-to-air guided missile, a supersonic homing missile designed as an anti-aircraft weapon. She is named in

honor of the late ADM Henry B. Wilson, who commanded U. S. naval activities in France during World War I.

*Agerholm* does not claim to be new, but does boast a new look, having just completed a 10-month conversion tour at Mare Island. There she took on a closed-in bridge and a helicopter hangar and landing platform. She was also fitted with tri-barrel torpedo tubes and an *Asroc* (antisubmarine rocket) launcher.

The new DD's are on the job.

## Pacific Barrier

As most of the citizens of the United States are aware, there is a giant invisible wall stretching from a point near the Azores in the Atlantic northward across the silent Arctic wastes and down to mid-Pacific.

The wall is like a living thing — it moves and it feels. Its nerve ends are the WV-2 *Super Constellations* whose radars sweep the horizons to warn the United States against impending attack.

The *Super-Constellations* cover about 3000 miles on one mission. They have two radar domes which

carry six tons of electronic equipment. The lower dome contains the plane's airborne pulse-radiation search (APS) gear.

This sends out low-frequency, long-range electronic pulses which determine the range and bearing of any radar contact.

The upper dome contains a high-frequency radar which determines the height of a contact.

Inside the *Connie*, there are five radarscope consoles to which information gathered by the equipment in the domes is fed. It is the job of the men working at these consoles

to pinpoint the exact position, speed, course and altitude of any blips which become visible on their scopes.

- This could be a problem. Turbulent weather rolling the *Connie* could vary the position of a target blip on the radar scope by several miles. To counteract erratic plane movement, a central gyroscopic reference system precisely records the pitch and roll of the aircraft and feeds this information into a device which corrects the angle of both radar antennas for accurate detection.

Any unidentified air or surface contact is reported by the picket plane to barrier headquarters, which in turn relays the information to the North American Air Defense Command at Colorado Springs, Colo.

All the men who work on the barrier have one objective — to keep themselves, their planes and their electronic equipment barrier-ready. A relaxed moment might mean disaster.

—Robert L. Blevins, J02, USN.

## HIDAL: Insect Control

Helicopters have been used to haul equipment, missiles, cement, old automobile bodies, other aircraft, and troops. They fly mercy and rescue missions, are equipped to pluck stranded seamen off submarines, fish downed pilots out of the water, and fight forest fires.

In spite of all this whirlbird activity, someone can always dream up new uses for these versatile flying machines. For instance, take HIDAL—the Helicopter Insecticide Dispersing Apparatus Liquid, developed by CDR G. S. Stains, MSC, USN, Officer in Charge, U. S. Navy Disease Vector Control Center, NAS Jacksonville, Fla.

The anti-insect equipment consists of a pair of spray booms which extend 25 feet on each side of the helicopter's fuselage, in a more or

less swept-wing fashion.

At the Marine Corps Air Station in El Toro, Calif., Marine Aircraft Group 36 has equipped one of its helicopters with the apparatus to combat insects through the aerial dispersal of sprays. It is not too unlike conventional crop-dusting devices used on fixed wing aircraft, but the Marines say the helicopter apparatus is better because a copter does not need a long landing strip, is highly maneuverable, has a wider spray, and can cover small, isolated areas.

Commander Stains, the Navy entomologist who designed the new equipment, spent six years developing it. He says it can be installed on a helicopter in a few hours, and can be removed and re-installed in a very short period of time.



MOSQUITO BOMBER — Liquid insecticide dispersing apparatus mounted on HUS-1 copter is demonstrated at MCAF Santa Ana.

## CCA for Carriers

uss *Lake Champlain* (CVS 39), has put to a new use her electronic radar system which is normally used for the carrier-controlled approach (CCA) of aircraft onto her flight-deck.

It was necessary to make a medical transfer by high line between the escort *uss Eaton* (DDE 510) and *uss Lake Champlain*. *uss Bache* (DDE 470) was to occupy a life-guard station behind the carrier for safety throughout the maneuver.

Visibility had been cut to 50 yards in the evening fog. Precise maneuvering recommendations were passed from the bridge to the two incoming destroyers via CAA. *Lake Champlain* maintained constant voice communication with *Eaton* and *Bache* via the "land/launch" frequency which is also normally used only by aircraft.

The fog-piercing eye of the SPN 8 radar watched as the two destroyers approached the carrier and began to maneuver into position.

In less than an hour after the maneuver began, *Lake Champlain* made the log entry that the two destroyers were safely guided alongside by the ship's aircraft approach system.

After it was all over, the carrier's exec quipped, "*Eaton* made a fine approach. We had no trouble with her altitude control."



## Pt. Mugu's Traffic Cop

A \$750,000 "traffic cop" will go into operation sometime this summer at Pacific Missile Range Headquarters, Point Mugu, Calif. From the size of that price tag, however, it's easily apparent that this policeman won't be one of the more familiar human types concerned with highway roadhogging and other earthly motoring sins.

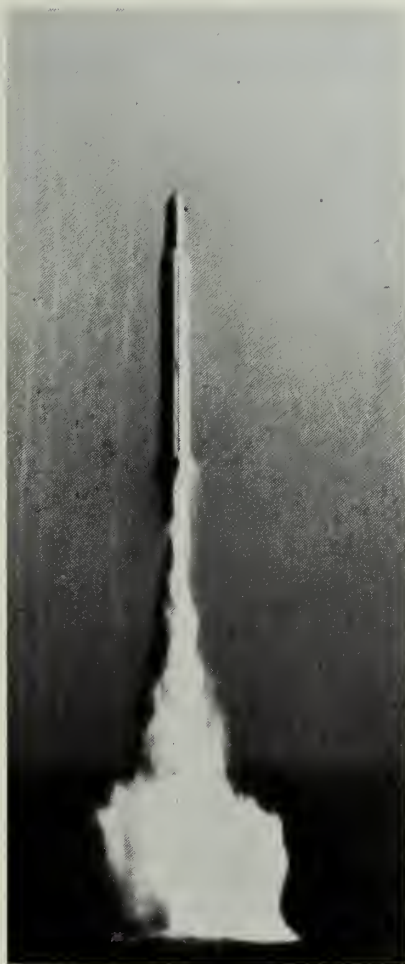
PMR's traffic guardian, instead, will be a frequency interference control center. Its quarry will be an invisible type of traffic snarler—unauthorized radio transmissions and other interference which could disrupt missile and space operations at the Point.

Radio transmissions during missile and space system launchings furnish up to 90 different kinds of information, ranging from velocity to temperature. These transmissions normally occur as often as ten times per second—thus some extremely important data could become garbled, and lost, through radio interference. It could, in fact, become necessary to destroy an expensive missile if it became misguided in its flight because of errant signals. Successful frequency interference control, obviously, rates as an absolute must during the launching of a space shot.

Along with preventing radio interference with missile firings, the Frequency Interference Control Division, which will operate the new control center, is also responsible for coordinating all use of military-assigned frequencies within a radius of 200 nautical miles of Point Mugu. This latter authority has been delegated them by the Joint Chiefs of Staff (Military Communications-Electronics Board).

There have been only scattered instances of interference from civilian sources—it is the military-assigned frequencies, rather, which have, and potentially can, cause most of the difficulties. Military frequency traffic has become so intensive in the Southern California area that there are, for example, more than 500 radar scanners operating in the Point Mugu area alone. Traffic around there oftentimes reaches "bumper-to-bumper" proportions.

The control center currently nearing completion closely resembles a backdrop from some science-fiction movie. Its roof is a weird labyrinth of quad-helix, parabolic and omni-



**WATER WORKS**—*Hydra II* takes off from the water during tests on launching missiles from the ocean at Point Mugu, California.

directional antennas, which sweep the sky like giant ears for any passing radio signal. Fanning out from this central point is a track-down team employing both aircraft and mobile monitoring vans. Long arms of this operation are radardome-equipped, four-engine *Super-Constellations*, augmented by several shorter-range, single-engine *Skyraiders*, which can search out a frequency interference trouble spot many miles distant, and vector a mobile ground team to its source.

Tracking down interference with planes and mobile vans may be dramatic radio detective work, but the Frequency Interference Control Division is much more interested in preventing such foul-ups before they occur. A major share of its energies, therefore, are, as we mentioned earlier, directed toward the allocating, coordinating and monitoring of

the military frequencies under its control.

Are they doing the job? Well, the Division's 50-man Navy and civilian work-force is extremely proud of the fact that no missile operations have yet been lost through radio interference, though there have been occasional delays.

In at least one instance, moreover, these high-and-low frequency gumshoes prevented what could have been a serious mishap. Just before a test missile was scheduled to blast off its pad recently, they tracked down a radar antenna on one of the off-shore islands which was transmitting a signal very nearly duplicating the homing signal being employed in the test.

## Not Without SINS

Contracts for some \$21 million have been awarded to a California company to produce Ship's Inertial Navigation Systems (SINS) for nine *Lafayette*-class *Polaris* Fleet Ballistic Missile Submarines.

The contracts call for producing three SINS for each of the nine submarines, plus spares and auxiliary equipment.

Submarines due to become SINful are: *Lafayette*, SSB(N) 616; *Alexander Hamilton*, SSB(N) 617; and the SSB(N)s 619; 620; 622; 623; 624; 625, and 626.

## Depth Charges for ASROC

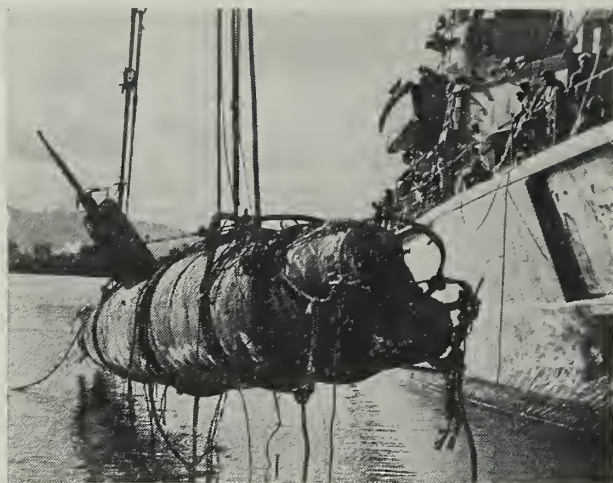
Depth charges will become a part of the Navy's *Asroc* missile system as soon as production gets underway on a newly awarded 1.5 million-dollar Navy contract.

*Asroc* is an integrated system composed of sonar underwater detection gear, fire control computer, a launcher holding eight missiles and the missiles themselves.

In operation, the depth charges will be launched, as the payload of an *Asroc* missile, from any standard surface ship. When the missile reaches a selected position, the depth charge will separate from the rocket airframe to sink and detonate at a pre-selected depth.

This will make it unnecessary for a ship to close within a few hundred yards of an enemy before launching a depth charge attack.

*Asroc's* current payload is a homing torpedo, rocket-carried to a pre-designated point where it is dropped in the water to travel the remaining distance to its target.



GOING HOME—Japanese midget sub of WW II is raised off Pearl and (Rt.) is loaded for trip to Japan.

## Midget Sub Returns to Japan After 20 Years

**T**WENTY YEARS AGO this coming November, five large I-class Japanese submarines left Kure and Yokosuka, Japan, with sealed orders. The submarines each carried pick-a-back an 80-foot midget submarine. Their destination, as the world later learned, was Pearl Harbor.

When the mother subs brought their charges to within striking distance of Pearl Harbor, they were manned and sent off to begin the attack.

Their work proved to be futile. One of the midget subs was forced aground by a Navy plane circling the waters off Oahu. The plane sighted the sub and dropped bombs that forced it onto the reefs along the shore.

Another was found inside Pearl Harbor and raised by the Navy later during the war.

In June 1960, while a group of Navy divers were making practice

dives two miles from the entrance channel to Pearl Harbor, the third midget sub was accounted for.

The divers came across its battered hulk lying on its side in 70 feet of water.

A salvage ship, *uss Current* (ARS 22) arrived and, with divers from an explosive demolition unit, raised the hulk by tunneling under the pressure hull and placing cables around it.

When the sub was placed on blocks at Pearl Harbor, the front section was removed and dumped into the deep ocean together with the two 12-foot lethal torpedoes which could not be removed from the bow tubes.

The sub was in fairly good condition, all things considered. There were a few holes in the bottom, a dent in the bow and, of course, a coral crust encircling the entire ship.

Examination of the ship revealed

an undogged hatch, a partially burned fuse to a demolition charge, bent piping, a door twisted off the hinges and much shattered glass — all pointing to the fact she was attacked and suffered extensive damage from depth charging. There were no traces of her wartime occupants.

Navy records were searched for mention of the sub. There was an account dated 7 Dec 1941 of how a young ensign made the first contact with the enemy at 0342. He was aboard a mine-sweeper running a routine sweep of the harbor entrance when, less than two miles from the entrance buoy, he saw the periscope of a midget submarine. Word was immediately flashed to the destroyer *uss Ward* (DD 139, later APD 16) who was in the same area on night patrol.

*Ward* searched for almost two hours until a PBY Catalina patrol plane located the submarine and dropped smoke pots to direct the destroyer to the scene.

*Ward* attacked the submarine with gunfire at 0645 and forced her down. She then laid a depth charge pattern over the area.

Word was coded to 14th Naval District Headquarters but it reached the Commander in Chief of the Pacific Fleet too late — the attack had begun.

Almost two decades later, the little sub went home. She was loaded aboard a Japanese LST en route from Seattle, Wash., to Japan. She will remain there as a memento of Japanese navy actions during World War II.

— Bill Neal, JO1, USN

'SUB TENDER' — Japanese LST starts voyage home with midget sub.





## Operation Crystal Ball

Navy men with thinning hair will remember reading about the marvelous adventures and inventions of Tom Swift. Those who are a little less mature will recall the exploits of Buck Rogers. Recent movie-goers will have seen on film the dreams of that great science fictionist, Jules Verne, and the blood and thunder he was feeding his avid readers in the 19th century.

The exploits of Tom Swift, Buck Rogers and the characters of Jules Verne are not so remarkable now as they used to be, for the simple reason that many of the wild imaginings of their creators have become reality.

Perhaps with a view of how fiction often becomes fact, RADM Roy S. Benson, Commander of the Pacific Fleet Submarine Force, has initiated a program called Operation Crystal Ball.

The idea behind the whole program was to let anyone who wanted to do so put down on paper any wild ideas he might have about prior or anti-submarine capabilities based on present or future imaginable missions.

Ideas could be in such fields as tactics, weapons, propulsion, ship control, detection, tracking, classification, evasion devices or any other area that could be associated with submarines. They did not have to appear practical or have any present possibility of fulfillment.

One of the proposals particularly reminiscent of Jules Verne concerned



a recommendation that, in the future, there be three basic submarine designs—shallow submarines capable of 4000-foot-depth operations; meso-submarines, for depths down to 18,000 feet to be used primarily for hunter-killer operations; and bathy-submarines capable of descending to ocean depths of 35,000 feet.

A meso-submarine, which the author named *Moby Dick*, was equipped with a gammascope on which the skipper could see the Marianas Islands from a depth of 18,000 feet and a distance of 300 miles. *Moby Dick* had reached this point from the United States in less than 32 hours.

Among other equipment and capabilities, *Moby Dick* will have (if the author is correct) a super-cavitating screw, driven by a 300,000 horsepower MK II fusion reactor.

The reactor will operate on hydrogen fuel in plasma form.

Other ideas included equipment for "depth charging" surface craft; an underwater submarine tender; elimination of all the submarine's sail; and the addition of antennas in the bow and stern of the sub for better detection and classification of other submarines.

A review board of six experts was set up to consider the more than 150 proposals submitted, from which research and development recommendations would be made to insure future U. S. supremacy of the sea.

Ideas will be carefully weighed by scientific minds in the nation's research and development laboratories, with the end result that developments which might not have been realized within 20 or 25 years may be reality in 1970 or 1975.

— Ollie Lund, JOCS, USN.

## New Ships Named

Three fleet ballistic missile submarines and three destroyer-type ships to be launched in 1962 have been assigned names.

The submarines are:

- *John Adams*, SSB(N) 620, which is named for both father and son, former presidents of the United States. John Adams (1735-1826), was the second president, and his son, John Quincy Adams (1767-1848), was the sixth president.

- *James Monroe*, SSB(N) 622, which is named for the country's fifth president (1758-1831). President Monroe distinguished himself at both state and national levels, and was honored as a Revolutionary patriot.

- *Nathan Hale*, SSB(N) 623, which is named in honor of the man (1756-1776) who typifies to many

Americans the ultimate in patriotic sacrifice. He was apprehended and executed by the British as an American spy. He is said to have announced from the scaffold: "I only regret that I have but one life to lose for my country."

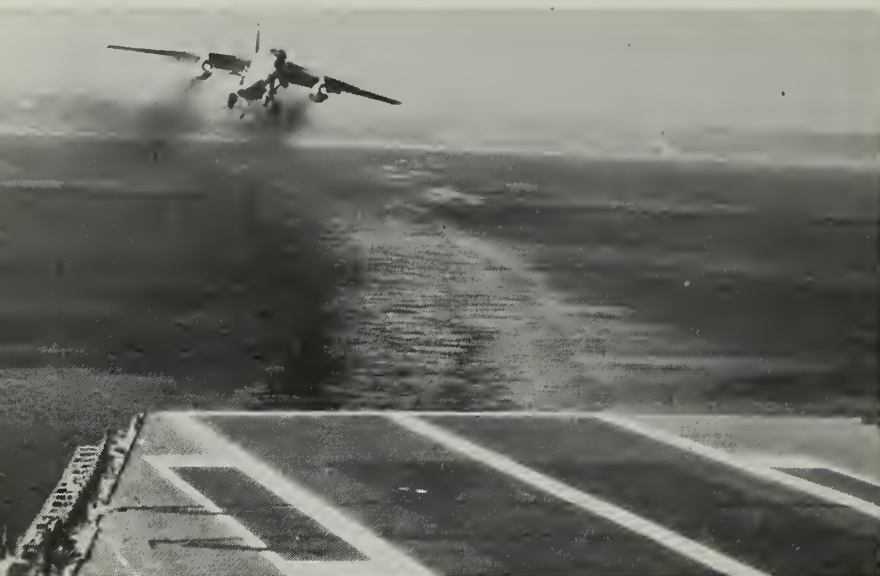
The destroyer types to join the fleet in 1962 are:

- *Conyngham*, a guided missile destroyer, which will be launched on 1 Apr 1962. It is named for Captain Gustavus Conyngham, who served in the Continental Navy. In 1775 he commanded the American privateer *Charming Peggy*, which sailed from Philadelphia to Dunkirk, England, to obtain supplies "necessary for war for the Colonies." On 1 Mar 1777, he was commissioned a captain in the Continental Navy. He later commanded *Surprise*, *Revenge* and *Experiment*. On two occasions he was

taken prisoner, but escaped both times.

- The guided missile destroyer *Byrd*, to be launched on 1 Feb 1962. This ship is named for Rear Admiral Richard E. Byrd, famed polar explorer. In 1926 he made his flight over the North Pole, for which he was later awarded the Medal of Honor. In 1955 Rear Admiral Byrd headed the first Operation Deep Freeze Antarctic expedition.

- *Richmond K. Turner*, a guided missile frigate to be launched in mid-July 1962. It is named for Admiral Richmond K. Turner, who was Commander, Amphibious Forces, Pacific, from July 1942 to November 1945. Admiral Turner was responsible in large measure for the coordinated amphibious operations which proved so successful throughout the Pacific in World War II.



**GLASSING IN**—A3D heavy attack bomber from squadron VAH-123 makes mirror landing on USS Hornet, with Tacoma in background.

### Chuting Stars Are Jumping

To provide some additional excitement to the celebration of Naval Aviation's Golden Anniversary, the Navy has formed a group of exhibition parachutists called the Chuting Stars.

The team is composed of six veteran Navy parachutists who have been engaged in research and development test jumping at the Naval Parachute Facility, El Centro, Calif. Between them, they have more than

2300 jumps to their credit and have fallen farther than the distance from Los Angeles to Boston (assuming, of course, that LA is 2596 miles above Boston).

During the fiftieth anniversary year, the Chuting Stars will appear at aerial demonstrations throughout the country.

The team is led by LTJG Mel Greenup, a veteran Forest Service "smoke jumper." He is assisted by retired CWO Lewis T. Vinson, who

was recalled to active duty at his own request to help form the team.

The other Chuting Stars are George Harrison, PR1; Robert B. Recknor, PR1; Donald R. Burroughs, PR1; and Elmer Rice, PR3.

### Airborne Endurance Record

A team of six Navy pilots at Ellyson Field, Pensacola, Fla., now hold an unofficial record for airborne endurance.

By switching pilots every two hours during the day and hourly during the night, the pilots managed to keep an HTL-6 Helicopter in the air steadily for 72 hours and 2 minutes.

A visual inspection was made every hour while the helicopter was in a hover. No mechanical difficulties were experienced.

The former record for airborne endurance was held by the Army with time of 57 hours 50 minutes.

### SLV — Soft Landing Vehicle

A Navy-designed and developed rocket-propelled, soft landing vehicle (SLV) has risen off the ground, hovered in the air and landed under complete control at the Naval Ordnance Test Station, China Lake, Calif. This is the first time any rocket-powered vehicle has taken off and landed vertically (bottom down) under its own power.

The experimental SLV, which looks like a water tank, lifts off the testing pad, climbs to the desired altitude and returns gently to the pad. It can hover in the air at any point. The soft landing protects its payload of scientific instruments from injury.

The vehicle has four legs set 90 degrees apart. Fuel tanks in the supporting channels slope up to a high-pressure nitrogen bottle at the top. It is supported by four automobile shock absorbers. Eight feet tall, the SLV is five feet in diameter and weighs 700 pounds fully loaded.

During the present experimental tests the SLV is restricted to vertical movement on four cables hung between the ground and an overhead tower 150 feet high. Future SLVs will not be restricted in flight by cables. Instead they will utilize optical sensor control self-guidance packages. This device will determine the proximity of the ground, control the rate of descent and vehicle altitude, and direct the soft-landing approach.

### Now We Can Learn More About Dwarf Stars

A new \$700,000 building will soon be constructed at the U. S. Naval Observatory station near Flagstaff, Ariz.

Housed in the eight-story structure will be a new telescope designed for photographic measurement of the positions of faint stars (for instance, those which have begun to burn out). One project planned for the instrument is to determine the distances to faint stars within a 100-light-year or 600-million-million-mile radius of the earth. No other telescope is now able to do this.

The new instrument will make it possible to tell more about the formation of what are called "red and white dwarf stars" and about the energy they generate. It may also provide new data on the manner in which our sun was formed.

The telescope is so accurate it could be used to measure the diameter of an object the size of a golf ball at a distance of 85 miles.

The rotating top part of the observatory building, shaped like a half-sphere, will have a diameter of 65 feet and weigh 150 tons. It will be made of welded steel plates and have double insulated walls to shield the telescope against temperature changes. The dome, powered by a two horsepower motor, will revolve on 40 wheels.

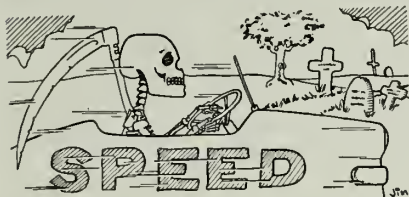
As further protection against temperature changes, the lower part of the building will be made of concrete and have an insulated surface on the outside, plus a shield of aluminum. Connected with the structure will be a one-story annex with 4000 square feet for laboratory and associated uses.



# Three Million Statistics

ONCE EACH YEAR statisticians for the National Safety Council and various research organizations are faced with a grim task. They must tell us how many Americans are killed and injured on U. S. highways.

One such report shows that, during 1960, highway injuries were up



seven per cent over 1959. Deaths increased by one per cent.

More than 3,116,000 men, women and children were injured or killed.

As usual, the passenger car was involved in almost 80 per cent of all fatal accidents and more than 85 per cent of nonfatal mishaps. You may reason that because there are more than four times as many passenger cars as there are commercial vehicles, it follows that passenger cars should have the most accidents. This is not so.

The average commercial vehicle travels four times as many miles as the average passenger car. The exposure to accidents, therefore, is about equal.

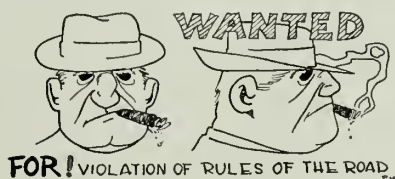
More than 80 per cent of the year's highway deaths and injuries

can be directly traced to violations of rules of the road. Statistically, this means that in 1960 more than 30,000 deaths and 2,600,000 injuries resulted from accidents caused by drivers who broke the law.

Nearly 11,000 persons lost their lives in accidents blamed on speed. More than a million others were injured.

The over-all record of young drivers improved slightly in 1960, as compared to 1959. Drivers under 25 were involved in 27.6 per cent of all fatal accidents in 1960, 28.7 per cent in 1959.

Drivers between 25 and 64 accounted for nearly 66 per cent of the year's fatal accidents, and 74 per cent of the non-fatal variety. Teen-age drivers accounted for 4.8 per cent of deaths and 3.6 per cent



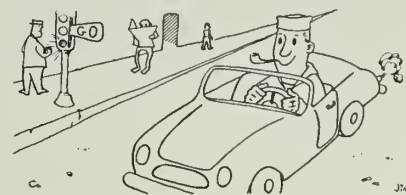
of injuries.

More than 80 per cent of all accidents occurred on clear days with dry road conditions.

Pedestrians crossing the street failed to make the other side on more than 170,000 occasions. More than 5000 persons died after being

struck down by cars, while over 165,000 were injured.

More than 40 per cent of the year's accidents occurred during the seven hours between 1600 and 2300. Hourly, the highest percentage of accidents — 6.6 — occurred between



1800 and 1900.

Wednesday appears to be the safest day to do your driving. Ten per cent of the nation's accidents occurred on Wednesdays — the low — while Saturdays accounted for 21.5 per cent. Sunday drivers recorded 17.7; Friday, 16 per cent.

Be sure you know the laws of the area in which you're driving — some of them vary from location to location.

Signal lights, for example, mean different things in various parts of the country. In one state, an amber light means caution; in another, it is a walk light for pedestrians. In the latter instance, a motorist must stop immediately when the amber light appears.

Warning signs differ from state to state; speed limits change radically; road markings vary. In one state it is proper to make a right turn on a red light; in another, you could be charged with a traffic violation if you did the same thing.

Reporting procedures vary from town to town — some do not require reports on accidents where no one has been injured and damage is less than \$50. To be on the safe side, check with the local police.

Just one "encouraging" statistic shows up in the 1960 record of road-way pain, suffering and death — the increase in traffic deaths over 1959 was held to "only" one per cent.

However, this small figure is mainly due to better and more prompt medical care, rather than care on the part of drivers. Thus, this apparent leveling-off in the number of traffic deaths has come about, not because of motorists, but in spite of them. Don't become a statistic.

## Seat Belts Save Lives, and There's Living Proof

Seat belts at last may be catching on as a way to lessen injury and reduce the number of deaths caused by traffic accidents.

The government's top safety experts have recommended they be installed in all the 250,000 federally-owned motor vehicles. Twenty-one states also report that belts are being used by official agencies.

The American Medical Association has pointed out that if seat belts were used universally, more than 5000 lives could be saved each year and injuries could be cut by more than 50 per cent.

Aside from the safety features of seat belts, physicians say they can aid greatly in providing the driver

with comfort and support.

Other seat belt enthusiasts are race and test drivers. Some insurance companies show their faith in the value of seat belts by providing reduced rates for drivers who use them.

But the most zealous supporters of seat belts are the people who were wearing them in accidents and are still around to talk about it.



Brief news items about other branches of the armed services.

**T**HE ARMY SIGNAL CORPS now has three long-range communications systems which can be flown into isolated areas, installed in less than four hours, then used to transmit messages and photographs anywhere in the world.

One of the units, the AN/TSC-18 is described by the Army as being the world's most powerful portable communications equipment. It has a range of 7000 miles, and provides simultaneous transmission and reception on three telephone and 16 teletype channels.

Another new mobile unit, the AN/TSC-19, also operates on three telephone and 16 teletype channels. Its range is 5000 miles.

The third system, the AN/TSC-20, has a 2500-mile range, with one voice and four teletype channels.

Immediate messages can be transmitted over the units, making them particularly valuable for use with the Strategic Army Corps. They are capable of bypassing any fixed stations which may become inoperative, and can thereby communicate directly with the Pentagon or other command post.

The units can also tie in with isolated bases or areas where normal communications may become disrupted.

Facsimile equipment enables the Army to transmit photographs over the new systems.

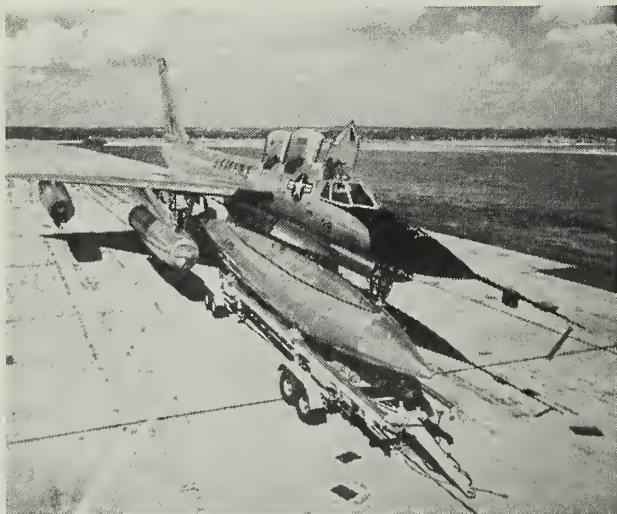
★ ★ ★

NEAR THULE AIR BASE at North Star Bay, Greenland, the Air Force has been experimenting in the use of ice for landing strips and parking platforms.

The idea is not new, but this is the first time heavy jets and *Century* series fighters have been used to test the ice platforms.

The effect of such traffic is being determined by measurements of ice deformation, its strength, density, elasticity, creep and grain structure.

A 14,000-foot runway near Thule Air Base was constructed of natural ice. Several 200 and 500-foot circular parking pads, located on the shoreline end of the runway, were built by flooding. One pad was con-



TWO-PART POD — View of fuel armament pod of USAF B-58 shows how upper fits into lower.

structed of frozen natural sea water. The others incorporate strands of fiberglass, a reinforcement technique developed by the Geophysics Research Directorate of the Air Force's Cambridge Research Laboratories.

The Geophysics Research Directorate undertook the project to learn more about the strength and other engineering properties of ice and how they can be improved.

★ ★ ★

**T**HE U. S. ARMY WILL SOON get a powerful, mobile radar set capable of detecting and distinguishing moving targets more than 11 miles away.

A modification of the now operational, shelter-housed AN/TPS-25, the new radar will be installed in an M-257 armored personnel carrier, an amphibious vehicle which will provide both mobility and protection for surveillance. An extremely versatile machine, the M-257 can travel up to 40 miles per hour on land, some four miles per hour in water, and can be dropped by air into strategic areas.

A telescoping antenna mast will afford both quick-look capability and long-range reconnaissance of moving targets. Armed with the new radar, the Army hopes to be able to detect ground movement in combat areas day or night under all weather conditions.

★ ★ ★

A NEW "TWO-COMPONENT" BOMB and fuel pod will greatly increase the operational capabilities of the Air Force's B-58 *Hustler* bomber. The device, tested in a series of drops at Nevada and New Mexico missile ranges, consists of a small bomb pod nested into the top of a large fuel pod, and slung beneath the fuselage.

When the external fuel is expended, the pilot can shuck off the lower component like a pair of heavy shoes and streak on to the target, completing the mission with fuel from wing tanks. *Hustlers* now in service with the Strategic Air Command carry a single pod.

The Air Force B-58 *Hustler* bomber is a trim plane that looks more like a fighter than a bomber. Nevertheless, it is capable of flying to its target, carrying a nuclear bomb and making its target dash at speeds of more than 1300 miles per hour. It flies at heights of more than 60,000 feet and can also approach in fast low-level flight to escape enemy detection. Test drops of the new pod have been made at altitudes ranging from 1000 feet to more than 40,000 feet, at both subsonic and supersonic speeds.

★ ★ ★

ARMY SCIENTISTS who track and photograph satellites have been equipped with an electronic timing system which can synchronize ballistic cameras to within one-ten-thousandth of a second. As a result, trackers can now locate their cameras as far as 200 miles apart and still fire them at the same split second.

The new timing system is intended to provide more accurate photographs of orbiting space vehicles. The synchronization equipment is housed in three trailer vans, one with a central camera control, the others with remote control timing stations. The cameras are interconnected by voice quality radio or telephone circuits.

Tests of the new equipment were conducted at Cape Canaveral by the National Aeronautics and Space Administration, and the Army Ballistic Missile Agency.



THE AIR FORCE HAS SENT an Aerobee-Hi rocket with a unique "fly-trap" arrangement built into its nose cone some 110 miles above the New Mexico desert to vacuum up a load of space dust and return it to earth.

This wasn't any plain old household-type dirt, however. The special target of this space probe was micrometeorites — measured in microns (thousandths of a millimeter) — which, despite their minute size, pose a potential threat to space travelers. Zipping along at speeds of anywhere from six to 50 miles per second, these tiny flecks of space flotsam could easily be as deadly as bullets.

At present not enough information is available about these outer space dust particles to enable scientists to distinguish them from dust of terrestrial origin. By recovering and analyzing a load of the stuff, they hope to develop a method of observing the movement and patterns of micrometeorites from ground stations.

When the Aerobee-Hi reached an altitude of some 40 miles, an electronic device moved the nose cone forward and exposed eight inner leaves, which then extended. They remained fanned out as the rocket coasted upward to the 101-mile mark, then dropped back to 55 miles.

At this point, the leaves retracted and the skin returned to its original position, sealing the nose section. At around 50 miles the nose cone separated from the rocket body and tumbled to 20,000 feet, where a pilot chute opened. At 10,000 feet the main parachute opened, lowering the payload safely to the ground.

★ ★ ★

**L**ONG A FAMILIAR SIGHT TO NAVYMEN, the U.S. Coast Guard's famous 36-foot motor lifeboat is due to be replaced by a larger and faster craft.

The new, steel-hulled, motor lifeboat is 44-and-one-half feet in length and has a 360-horsepower engine. Twin-screwed, it has a speed of from 12 to 15 knots. The older, wooden-hulled, lifeboat has a single screw, and its engine horsepower ranges from 90 to 110. Its speed is about 10 knots.

The nationwide increase in pleasure boating has caused the need for faster all-weather rescue craft. Though reliable and seaworthy, the 36-footers — first used in 1929 — lack the desired speed. Hence the need



**MESSAGE SERVICE** — Message is rushed to Army station, a link in globe-circling STARCOM network.

for a replacement program. Expected rate of replacement is 10 boats a year.

★ ★ ★

AIR FORCE SPACE OBSERVERS have developed a Facet Eye Camera System to photograph missiles, satellites and planets in broad daylight — and come up with pictures of a clarity and intensity previously obtained only during night hours.

The facet eye consists of 19 long-barreled refracting telescopes linked to as many TV-like tubes. It moves on a delicately balanced tracking mount.

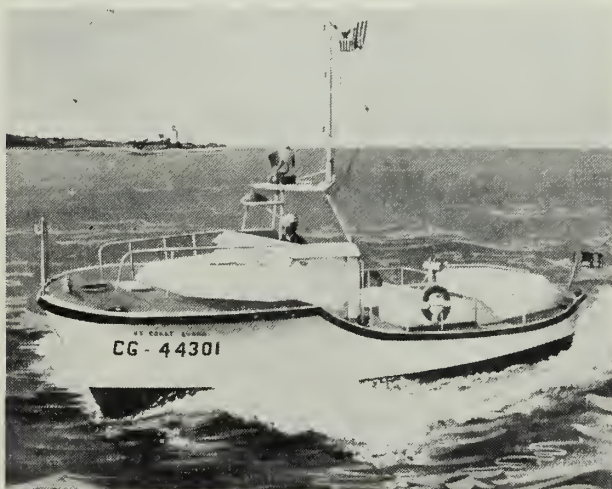
The new system covers a field many times the size obtainable by standard tracking telescopes. It recently transmitted planetary images of Venus and Jupiter to indoor viewing screens.

The camera has also photographed a faint star cluster with image resolution up to the 12th magnitude.

Eventually, the number of facet eye telescopes and oscilloscope screens will be increased to 25 to provide an even larger viewing field.

The system was basically conceived for tracking space-bound objects at extreme distances in any kind of light. Its picture-making qualities appear to be a bonus factor.

Holloman Air Force Base, New Mexico, site of the new system, describes the facet eye as the only instrument of its kind in the world.



**SELF-RIGHTING** 36-foot lifeboat of Coast Guard is being replaced by larger and faster 44-footer (Rt.)



# THE BULLETIN BOARD

## Duty in the Philippines? They Say You'll Like it Just Fine

**I**F YOU ARE EVER fortunate enough to rate a tour in the Philippines, you will feel that you've been more than repaid for some of the less desirable duty stations. Those who have been there claim that, whether you're just starting out on your Navy career or are finishing 30, you won't regret an assignment here. That's what they say.

The Navy maintains two bases in the Philippines, both on Luzon. They are Subic Bay and Sangley Point. Near Subic Bay are the Naval Air Station, Cubi Point and the Naval Communication Facility, San Miguel. Sangley Point is the headquarters of the Commander, U. S. Naval Forces, Philippines, who is the senior U. S. naval commander in the area.

Although transportation to Manila from both places is available, it is either substandard or else entails a long waiting period between trips. As a result, a private auto is not only highly desirable, but almost a necessity.

**Climate**—The Manila area is close to sea level and the climate is tropical. Daytime temperatures average from 86 to 94 degrees throughout the year. Although there are no abrupt or very definite changes, the year is roughly divided into three seasons. Lowest temperatures occur during the cool season, from December to March, when the maximum is normally 85 degrees; the minimum, 70. The hot season lasts from March through June when the daily peak is 90 to 95 degrees, with May the hottest month.

The rainy season is from July through October, when as much as 3 inches may fall in a single day.

**General**—Dependents planning to travel to the Philippines should check early on immunization requirements—smallpox, typhoid, tetanus, typhus and poliomyelitis immunizations are required.

Applications for passports and visas should also be made well in advance. Conditions vary among the different naval installations, and local situations may develop which will affect individuals enroute to

their area. Thus, you should maintain close liaison with your sponsor to get the latest word.

**Education**—American schools through high school level offer educational opportunities comparable to those found in public schools in the States. Grades one to 10 are taught in the John Paul Jones School at Sangley Point with grades 10 through 12 offered at Manila. In the summer of 1960, three new schools, accommodating about 525 students from grades one through 12, were completed and opened at Subic for Subic-Cubi Point students. San Miguel has an elementary school which teaches grades one to eight. High school students through grade 12 at San Miguel are provided government transportation and commute to the George Dewey High School at Subic Bay.

**Automobiles**—Private automobiles are the usual conveyance. Roads throughout the Philippines are generally poor and are heavily congested in the Manila area. In the small villages the roads are also used by pedestrian traffic, so slow and careful driving is advised.

Gasoline is not rationed, and costs about 18 cents a gallon through Navy Exchange stations. Mechanical and body repairs can be obtained, but tire and battery replacement is difficult. Since the climate is hard on automobiles, undercoating is

highly recommended. It is also suggested that a spare muffler and flexible tailpipe be brought, since these parts generally rust out within six months.

Importation of cars in the luxury class is strongly discouraged, particularly when it is evident that they are more expensive than your income can reasonably be expected to support. Rigid regulations are in effect governing the sale of all automobiles. At present, automobiles may not be sold until 14 to 18 months after importation, and conversions of the proceeds of such sales into U. S. currency is strictly limited.

**Clothing**—The Navy Exchanges are usually well stocked with sheets, towels and dress materials, but each item at some time is in short supply or not available. There is very little ready-to-wear in stock, but there are many dressmakers of varying talents who sew inexpensively.

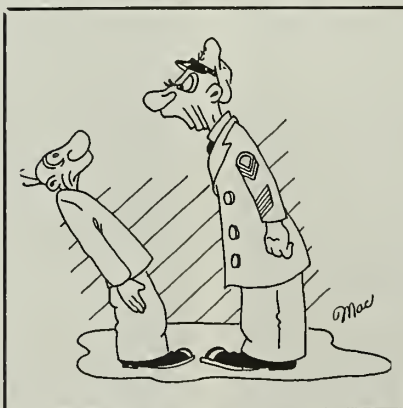
Summer clothing is worn the year 'round, but bring spring or fall dresses and lightweight suits for wear at Baguio, a mountain resort, and for trips to Hong Kong or Japan. Bermuda shorts and pedal pushers are acceptable daytime wear. Short shorts are almost useless, and not considered good taste in public.

Three times as much summer clothing will be needed during a tour here as is needed for a normal tour elsewhere. Shoes wear quickly, especially during the wet season. All types of leather and plastic and all kinds of heels can be worn at one time or another. The low heel, play-shoe or sandal is most comfortable for daytime wear. The Exchanges have shoes in the average sizes, but they sell quickly.

Each member of the family should have a pair of lightweight overshoes and a raincoat. Extra umbrellas can be used to good advantage, both for sun and rain. Hose are seldom worn, except at formal parties and when traveling.

Jade jewelry or imported linens purchased in the States should be declared when passing through customs, otherwise these may be considered contraband items and im-

All Navy Cartoon Contest  
Donald B. MacDougall, SMCM, USN



"I taught you all I know, and you still don't know nothing!"



pounded when returning to the States.

Shoes for children are sometimes a problem. The Exchanges carry them, but correct sizes are not always in stock. Most youngsters age 10 and below wear beach walks the year around and regular shoes are worn only to school, church and on special occasions.

Boys from first grade through high school wear khakis, blue jeans or long cotton wash pants. Sport shirts or cotton lightweight knit shirts are worn for school, and white shirts or white short-sleeved sport shirts are worn for dress and church.

Men wear white and khaki cotton uniforms for duty. You are encouraged to wear the tropical white uniform (shorts and short-sleeved shirts, with long white socks) and its alternate, tropical white long. Civilian clothes are authorized for off-duty wear. Excellent woollens are available through the exchanges. Other materials are slightly above State-side prices.

**Servants** — Families with one or two children usually employ a house-girl who does the laundry and cleaning and looks after the children. Larger families, and those who do entertaining, generally hire two girls — a *lavandera* who does the laundry and a cook who usually also does the cleaning. A *lavandera* is usually paid 50 pesos (\$16.66), a housegirl 50-60 pesos, and a cook 60-65 pesos, per month. Maximum wages are set by regulations and must be observed.

**Food** — Commissaries and Navy Exchanges carry most foods to which you are accustomed. Local markets are stocked with many kinds of tropical fruits as well as the familiar varieties of vegetables. All meats are frozen and, because of this, it is advisable to have a freezer. Stores in Manila offer a wide variety of foods, but prices are very high.

**Medical Care** — Dispensaries are available at all stations and provide medical care and limited dental care for dependents. All possible dental work should be done before leaving for the Philippines, since it may be difficult to have such work done on the bases. Bring along an extra pair of glasses, as prescriptions are difficult to fill.

**Religion** — Protestant and Catholic services are held at the station chapels. The Philippines are pre-

dominantly Catholic, but services of almost all denominations can be found within the Manila area.

**Money** — U. S. currency cannot be used in the Philippines. Military Payment Certificates are used on

base. Elsewhere, the peso is used at an official exchange rate of three to \$1.00. However, the peso is in the process of "decontrol," which means that its value can change. Conversion of pesos to dollars at

## HOW DID IT START

### New Orleans Naval Station

For the third time in some 65 years since it was first established, the New Orleans Naval Station is being closed.

The Naval Station, which occupies approximately 250 acres on the west bank of the Mississippi River just across from the famous Crescent City of New Orleans, was originally established as the Algiers Station in 1894. Part of the land had been purchased in 1849 for \$15,000, more was purchased during 1894 for \$44,500, and additional frontage was obtained periodically as the needs of the station changed. In 1901 the Algiers Station became the New Orleans Naval Station.

Perhaps one of the biggest Navy events during those early days was the visit of USS *Illinois* (BB 7) to New Orleans in January 1902. For the station, however, it was more than an ordinary visit. The ship was there primarily to test a new dry dock that had been constructed. *Illinois*, one of the largest and heaviest ships in the Navy at that time, was lifted out of the water in one hour and 57 minutes. The contract had allowed two hours and 40 minutes. The test was perfect in all details.

In 1911 the Station was closed for the first time. Operating expenses were about a million dollars a year and it was decided that its work could be done by other Atlantic seaboard yards.

This was only a temporary shutdown, however. In 1915, under the pressure of war, the station was reopened to repair and overhaul gunboats, New Orleans-class cruisers, and some other ships which operated in the Gulf and Caribbean waters. In 1933 the doors were again closed.

At one time following this shutdown, the Navy offered to sell the entire station, including a dry dock, an airfield, and 2600 feet of wharves for \$5,000,000. There were no takers.

Again in 1938 the open-again, closed-again station reopened its gates. The National Youth Administration took over most of the base at first for a training school. During some eight months, 1500 youths rehabilitated the station and at the same time learned a trade of their choice. In September 1940 the New Orleans Naval Station was turned over to the U.S. Coast Guard with the understanding that if the Navy needed it they could have it back.

The Coast Guard made the station into a Coast Guard Training Center, but it wasn't long before the Navy started taking back one building after another as wartime needs developed. Finally the entire base was turned back to the Navy.

During World War II, perhaps the major mission of the New Orleans Naval Station was to furnish logistic support to the operating forces. In addition, however, several schools were established aboard and a Receiving Station for transients was activated. Toward the end of the war the Secretary of the Navy combined several facilities of the base to form the U.S. Naval Repair Base, New Orleans.

A few weeks later the Armed Guard units for merchant ships in the area, was made a separate subordinate command of the Naval Repair Base.

On 1 Mar 1947, the Repair Base was again designated as U.S. Naval Station and activities at the base began to slack off and return to normal.

In recent years, its main job was to support the U.S. Naval Reserve cruise ships that left from New Orleans almost weekly for Reserve training cruises in the Caribbean. In addition to this, the New Orleans Naval Station added NATO to her list of supported units during the last few years. Many ships which had been built in Wisconsin and Florida were brought to New Orleans to be fitted out and transferred to NATO countries under the provisions of the Military Assistance Program.

Now, after 67 years, the Station is scheduled to lock her gates for what may be the last time.



naval facilities is strictly limited and permitted only in certain cases and under most stringent controls. Not more than 20 pesos can be imported into or exported out of the Philippines.

**Recreation** — A number of golf courses are located on or near the naval bases, and fishing, boating swimming and picnicking are also available. Owing to the somewhat isolated locations of some of the bases, personnel live a close-knit life that leads to considerable family-type social entertainment. There are active clubs for officers, CPOs and EMs on all the bases.

Camp John Hay, at Baguio in northern Luzon, is a recreational center for the Far East which is now operated by the U. S. Air Force and is available to Navy families. It is a mountain resort that offers golf, fishing and other outdoor activities in a cool and pleasant atmosphere. Some cottages are available to enable families to enjoy conditions similar to those of a mountain resort in the United States.

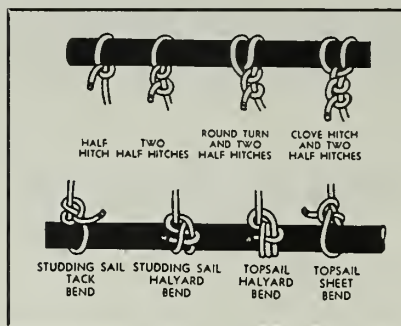
**Furniture and Appliances** — If you know in advance that you will not be assigned to quarters on arrival, you are urged to get all the information you can from your sponsors. If you know you are going to use off-base housing for some time, you are advised to ship all appliances you have; whereas, if it appears that you will acquire government quarters after a short period of off-base rental, you might consider renting appliances for that time. Appliances may be rented from civilian landlords, personal service departments of the Navy Exchanges or other local suppliers, but costs are high.

Resale of personal property is controlled by the Base Commanders. While some resale is permitted under controlled conditions, many individuals have been led to believe that personal property may be sold at a large profit. It isn't true. Don't try it because, if you do, you'll get into trouble.

## Sangley Point

Housing is mostly temporary, but is adequate and comfortable. There are a few regular houses for senior officers and senior enlisted personnel, but many of the quarters are converted quonsets. There is an aver-

## Grains of Salt —



age waiting period of 12 months, based upon a priority system.

Entry clearance and concurrent travel of dependents must be requested from COMNAVPHIL, and will not be granted until a sponsor is assigned and on-base housing is assured or private rental off-base is arranged. When government quarters are occupied, full quarters allowance is withheld except for a limited number of rental quarters (former quarters now officially classed as inadequate), which are liveable. Civilian housing rents for around \$50 per month less utilities, and must meet minimum standards before U. S. personnel are authorized to rent them.

Clothes dryers, radios, bed linens, deep freeze, towels and draperies are not furnished for Navy-controlled quarters.

Furniture can be rented from local sources for off-station housing for approximately \$20 per month for a two-bedroom house with living room, dining room and maid's room, minus stove and refrigerator. It is best to ship electrical appliances as well as enough furniture as soon as possible after receiving your orders. However, do not plan to buy new furniture for shipment. It is better to buy the rattan and mahogany furniture locally available. Good furniture will probably suffer from the climate.

Electric stoves should be shipped complete with heavy duty cord, plug and fuse box. Automatic washers can be used if you now own one, otherwise it might be well to buy a wringer-washer. Repairs for electric appliances are expensive, spare parts are scarce and good labor hard to find and expensive.

A dryer, freezer, hot water heater and air conditioner will make life

much easier, but remember that all these will increase the electric bill.

Storage space is limited and no government space is available. In short, if you are sure you're going to use the items you bring, bring them along; if there is any doubt, don't.

## Subic Bay/Cubi Point

Housing is good, permanent, and consists of two- and three-bedroom units. The enlisted quarters have all living spaces on the second floor level, with the ground floor consisting of a carport, utility area and patio.

Entry clearance and concurrent travel must be requested from COMNAVPHIL and is usually authorized, as there is virtually no waiting period for housing. Periodically, a one- two-month waiting period for enlisted housing develops at Subic, particularly when large numbers of personnel are being relieved. When government quarters are occupied, the full quarters allowance is withheld.

These items are not furnished for Navy controlled quarters: Clothes dryer, radio, iron and ironing board, bed linens, silverware, dishes (including pots and pans, towels and draperies).

Since you will probably occupy government quarters, it will not be necessary to bring furniture. Most of the furniture provided is of the rattan type which is suitable for the local weather. There is no need to bring an automatic washer, as all public quarters have them. However, an air conditioner is very desirable but should be wired for 110-120 volts, as conditioners using 220 volts require rewiring of quarters at your expense.

## San Miguel

Generally, quarters are not available upon arrival, and there is no suitable off-base housing. Accordingly, you are not normally permitted to bring your dependents until public quarters are available. However, when you receive your orders, you should request concurrent travel from COMNAVPHIL since quarters may occasionally be available. In any event, requests for concurrent travel will initiate assignment to a waiting list and quarters are usually available within one to two months.



# Do You Know All That There Is to Know about Leadership?

**T**HE MODERN NAVY has created some modern problems of leadership. In the old days, a senior petty officer, or some other supervisor, was looking over a younger man's shoulder most of the time. A strong right arm and a recognition of discipline "... or else" was about the extent of the leadership he needed to know.

Now, however, the problem is somewhat different. Today's Navy-men are highly trained, well-educated individuals, who often operate or work with technical equipment. They also work with far less supervision. If a modern Navyman gets out of hand, the senior PO has no "cat" to bring him in line.

Perhaps the biggest problem today is to convince Navy-men that they need to learn more about leadership. Most Navy-men believe they are already good leaders — and that it's their shipmates who need to learn more about leadership.

These are some of the views which were brought out recently when Navy officers from Leadership Field Teams around the world met in Washington, D. C., for their third annual conference. While they were in D. C. they made a personal report on their work to the Under Secretary of the Navy and his working group, and also got together with officers at the Bureau of Naval Personnel to discuss their accomplishments and difficulties.

After they left Washington, they returned to their teams in Japan, Pearl Harbor, San Diego, Great Lakes and Norfolk. In their own areas, the Leadership Field Teams only visit installations by invitation. If a commanding officer wants them aboard to develop interest or to get a leadership program started, he only has to ask. Last year, the teams visited 1800 commands and discussed leadership with more than 80,000 persons.

As a general rule, a team spends several days aboard a ship or station. Usually the division officers, section leaders and other men in billets which require extra leadership ability, spend many hours together discussing problems, methods and ways to develop better and more effective leadership practices. Lecture-type programs are not normally

used. Discussions produce better results.

A leadership team usually consists of a chief petty officer and an officer (generally a commander). Normally the chief works with the enlisted men and the commander discusses the program with the officer group. Sometimes, however, the groups are combined and either or both team members guide the discussion.

The responsibility for actually starting a local leadership program rests with the commanding officer. When the CO is behind the program it is usually successful. If he doesn't push, the program may be expected to fail.

Admiral Clarence Ekstrom, USN, Commander of the Naval Air Force, Pacific Fleet, was cited at the Leadership Conference as an example of how a Commander can develop and sustain interest in the program.

Admiral Ekstrom periodically travels to different areas of his command to discuss the leadership program and other subjects of interest with the COs of groups under his command. These regular trips to the field add even more vigor to the program within his command.

Much of the improvement in the reenlistment rate and the drop in disciplinary cases has been credited to the Navy's Leadership Program.

Rear Admiral L. R. Daspit, USN,

## WAY BACK WHEN

### USNTC Great Lakes

As a taxpayer, you might be interested to know the original 167 acres of the new 1500-acre establishment at Great Lakes, Ill., cost Uncle only \$1.00. It was sold to the government by the citizens of Chicago in 1905. The huge Navy base is now assessed at well over \$100 million dollars.

When the base was commissioned 50 years ago — on 1 Jul 1911 — it had only 39 buildings and a capacity of 1500 men. It has now grown into the largest naval installation in the entire Midwest.

During World War I the training center expanded to 775 buildings, and the training capacity was increased from 2500 men to 50,000 men. During that period, more than 125,000 men received their first Navy training at the Lakes.

The base continued to expand as the needs of the Navy increased. In 1942 the capacity of the Center was estimated to be 73,000. The base was expanded, however,

with two capacity goals in mind — emergency 88,000 and emergency (with tents) 100,000. By 1944, the capacity was said to be 100,000, but 103,000 men were actually in training.

During World War II about one million Navy-men were trained at Great Lakes. This means that about one out of every three enlisted men in the wartime Fleet were graduates of the Great Lakes school for recruits.

Fleet sailors were not the only ones at Great Lakes during and after World War II. Waves were on duty at the Lakes in 1942 and a Wave recruit training school was located there from 1948-1951.

Recruit training is only one facet of the training responsibilities of Great Lakes. In addition, the Service School Command provides training for Navy-men who are already in the rating of, or are striking for, electronics technicians, fire control technicians, gunner's mate, engineman, machinist's mate, boilerman, journalist, opticalman, instrumentman or hospital corpsman.

The Naval Examining Center is also at Great Lakes, as are the Fleet Hometown News Center, a supply depot, an electronics supply office, and the headquarters for the Commandant, Ninth Naval District. This huge district encompasses 13 Midwestern states.

In 1960 a 15-story, 800-bed hospital (in an emergency it could be expanded to 1500 beds) was added to Great Lakes' facilities. Today a major construction project is underway to rid the training center of most of the World War II buildings and replace them with modern barracks, mess halls, classroom buildings and dependent housing.



Deputy Commander of the Submarine Force, U.S. Atlantic Fleet, for example, had this to say earlier this year: "In the past six months we have seen our first-cruise submarine reenlistment rates rise steadily and dramatically from 20 per cent in November to 70 per cent in April. We have also seen a significant drop in disciplinary cases. There are undoubtedly many causes for these remarkable trends, but if I were asked to pinpoint any one particular reason I would point to the Naval Leadership Program and its wonderful goals and newly utilized tools."

Admiral Arleigh A. Burke, USN, former Chief of Naval Operations, explained the philosophy behind naval leadership:

- First, we recognize the fundamental principle that people have a tendency to behave as they think they are expected to behave. If we let our people know we expect the very highest standards of performance, that is what they will shoot for.

- Secondly, we aim not merely at what the individuals *could* become, but what they *should* become.

- Third, we are concerned with individuals. We do not talk about the masses, nor about humanity at large.

- Finally, we not only admit — we insist — that we cannot be satisfied with the "status quo" now or ever. If our leadership is to be dynamic, it must recognize its own potential for improvement at every moment.

After he listed these specific concepts, the Admiral discussed leadership further. In an organization the size of the Navy, it takes time and a lot of continuous hard work by conscientious, dedicated people to produce results. The first effect of the General Order on Naval Leadership has been to stimulate discussion, analysis and evaluation of major leadership problems throughout the Navy. Afloat or ashore, the principles of leadership have been carried out with enthusiasm, and operational efficiency and performance have increased. And this is our major goal — to increase the efficiency of the Navy, to keep it combat-ready to carry out its mission.

All commanding officers review continuously the standards of leadership within their commands. Specific attention is given to the need for

All Navy Cartoon Contest  
James E. Linneball, YN3, USN



"And the next time I tell you to empty the trash can, you say 'Yes Chief,' not 'Let's flip a coin for it, Pops.'"

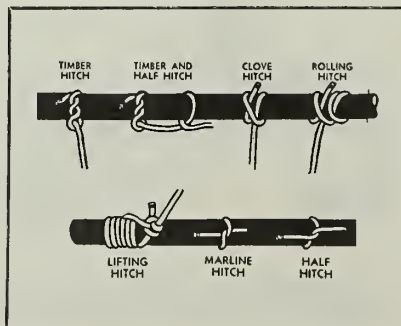
outstanding personal example by those in positions of authority, to the moral atmosphere within the command, and to high standards of personal supervision. The personal example of behavior and performance set by men in authority probably affects leadership more than any other factor.

Perhaps one of the hardest parts of the program is to measure leadership. As a step in this direction, a pamphlet, *Indicia of Naval Leadership* has been distributed for a field test. This pamphlet contains items from which benchmarks or criteria of leadership may be developed. It was distributed as an enclosure to BuPers Notice 5390 of 14 Apr 1961. If your leadership group hasn't seen this pamphlet, you should get a copy. It will give you an idea of how to measure your progress.

Leadership is a program in which every man in the Navy has a part. Whether he is the newest recruit, or the oldest chief or admiral in the Navy, he still has a leadership responsibility.

The job cannot be left solely to leadership teams. The Leadership Teams around the world can only

## Grains of Salt —



stimulate command interest in the leadership program. Although there are relatively few men actively participating in the BuPers-sponsored teams, their accomplishments have been gratifying to leadership "leaders" at the Bureau of Naval Personnel.

Vice Admiral W. R. Smedberg III, USN, Chief of Naval Personnel, has said of these men, "Never have I seen so much from so few."

## Medal Awarded for Service With United Nations Groups

If you have performed service with a United Nations group there is a good chance that you now rate a medal. The United Nations Medal is being awarded to those who have served six months or more with one of three U. N. groups: (1) U. N. Observation Group in Lebanon; (2) U. N. Truce Supervision Organization in Palestine; and (3) U. N. Military Observer Group in India and Pakistan. It is expected that other U. N. groups will be designated in the future.

The ribbon of the United Nations Medal is blue and white. It takes precedence after the United Nations Service Medal, a medal that it resembles in general design.

If serving with one of the designated groups and eligible for the award, you will be issued the medal in the field by the Senior Representative of the Secretary General of the U. N. Others who later qualify will also receive the medal in this manner.

If no longer serving with one of the designated U. N. groups, your medal will be sent to you via your CO.

The U.N. has provided the Navy Department lists of names of those eligible for the award. From the information provided, however, positive identification of the personnel concerned cannot be ascertained in all cases. COs have therefore been directed to forward to the Chief of Naval Personnel (or Commandant of the Marine Corps, as appropriate) the names and service numbers of those who served with the U. N. groups and who believe they are eligible for the medal. As stated in SecNav Inst. 1650.15, the group with which the service was performed and the dates and details of their U. N. duty should also be forwarded.



## A Second Career for the Retired Navyman—As a Teacher

**N**AVYMEN WHO HAVE had uninterrupted service since World War II are now, or soon will be, coming up for transfer to the Fleet Reserve or retirement. Servicemen facing retirement find themselves in the enviable position of leaving their principal life's work while they are in the prime of life with a liberal income assured and time ahead of them in which to carve out a second career.

During recent years, an increasing number of officers and enlisted men who retire have entered the teaching profession in fields ranging from teaching in and administering institutions of higher learning to teaching in and administering elementary schools.

Of 2633 retired officers who responded to a survey conducted under the auspices of the National Science Foundation, sixty per cent were or might be interested in teaching or were already teaching.

A DOD survey of 37,024 officers who were within four years of retirement in 1959 showed an even higher percentage who expressed an interest in teaching.

More than two thirds of the officers surveyed by the Defense Department were interested in college teaching. In addition, a sampling of 750,000 enlisted men showed that 27,000 had baccalaureate or higher degrees which could be a basis for entering a teaching career.

Before they come to a decision, retiring servicemen who consider teaching as a second career should do some extensive soul-searching to determine whether they are temperamentally equipped for the job.

For those to whom an academic life is suitable and for those who are academically prepared to enter it, teaching can be a satisfying experience of forming the minds of young people during their most impressionable years. For others, it could prove an unhappy and frustrating experience.

Certainly nobody should look toward teaching as an easy job in which to go to pasture. It is hard work, involving considerable professional preparation and numerous hours of work outside as well as inside the classroom.

Since the greatest amount of in-

terest has been expressed in the college field, there are given below six questions (and their answers) which occur to most people who consider entering the teaching field. Many of the same questions and answers could be applied, with modification, to educational fields below the college level.

• *What are the chief characteristics of institutions of higher education?*

There are more than 2000 institutions of higher education in the United States today and their purposes are numerous. They all have one aim in common, however — to attempt to give adequate preparation to young people for more effective and productive lives in the democracy in which they live.

Institutions of higher learning can be roughly divided into several categories:

*Universities* which lay considerable stress on graduate instruction and which confer advanced degrees

in a variety of liberal arts fields. Universities also have at least two professional schools which are not technological.

*The Liberal Arts Colleges*, which are primarily undergraduate in character, comprise the largest group of institutions of higher learning. Many of the older and stronger ones confer both bachelors' and masters' degrees. Many bear the name "university," representing historical ambition rather than present realization.

*Professional Schools* include a wide variety of independent institutions — technological, musical, art, theological, business and others. Most of the outstanding professional schools of medicine, dentistry, engineering, forestry, law, pharmacy and social work are affiliated units of universities.

The major exception is theology which includes about half of all professional schools.

Most professional school curricula lead to a professional degree such as doctor of medicine, bachelor of

### WHAT'S IN A NAME

#### Pacific Chess Game

Crew members of the radar Constellations and radar picket destroyers which comprise the Early Warning Barrier Pacific are whiling away some of their off-duty hours with a unique chess game these days — and they may just be adding a new dimension to the game.

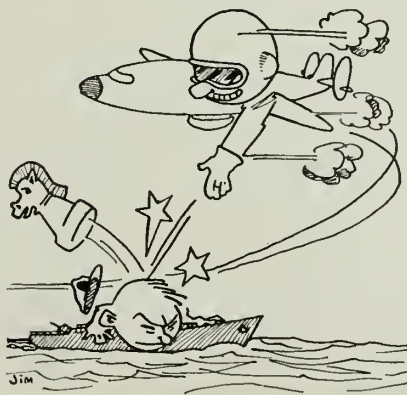
Early Warning Barrier operation is somewhat reminiscent of a gigantic chess game itself — a match contested on the grand scale. It's a deadly serious game too, with the vast reaches of the Central and Northern Pacific serving as the board,

while the ships, the planes, and the Navy-men who man them represent our pieces arrayed in tight defensive position, alert for a hostile opening gambit from any direction.

Since long hours of scope-watching for signs of unfriendly blips are tiring and hard on the eyes, the radar-loaded Connies carry extra crewmen aboard so the scopes can be manned in shifts. Off-duty personnel get a chance to rest and relax a bit between shifts this way, but those off-duty hours can get tedious and boring, too. It was to lick this problem that one of the resident geniuses in that area proposed an in-flight, long-distance chess game to be contested between the planes and the station ships, and forthwith issued a challenge to the destroyers to stand by for action whenever the far-ranging planes passed overhead within voice-radio range.

The challenge was taken up, of course, and voice traffic erupts frequently nowadays, utilizing a different frequency than that used for the transmitting of Early Warning traffic, and using standard chess notation to indicate the moves.

At last reports the air-to-surface chess match was still underway, with neither side able to gain a checkmate as yet.



law, master of social work, etc.

*Teachers Colleges*, although a type of professional school, are classified as a separate group because of their great number and their historical development from normal schools. Most of them offer baccalaureate degrees in education and a few confer higher degrees, also.

*Junior colleges* are usually limited to a two-year curriculum above high school level. They are the most recent and, in many ways, the most rapidly growing member of the higher education group.

Junior college graduates are usually given associate's degrees, usually in Arts or Science.

• *What are the personnel needs of institutions of higher education?*

Present enrollment in institutions of higher learning is conservatively estimated at 3,000,000 students. This number will probably double by 1970. Some estimates indicate as many as 9,000,000 enrollments by that date.

This influx of students is going to require an increasing number of teachers. In round figures, this means that hundreds of thousands of new faculty members will be needed to take care of the new students and to fill vacancies in the current force of 400,000 faculty members caused by death, attrition, retirement and other reasons. The normal sources of college teaching personnel cannot possibly meet the need.

A sampling of 878 unfilled positions in the 1959-60 college season showed mathematics and natural science vacancies to be the largest with 355 jobs to be filled. These were followed in declining order by engineering, languages, social sciences, other instructional fields and administrative positions.

Although most men think of an educational career as one of teaching, there are also a variety of administrative positions which some Navymen may feel themselves better qualified to fill.

On the basis of data available on the subject, about one third of all military men who take on an educational career after retirement enter the administrative field.

Among the administrative positions available are the presidency and vice presidency of an institution of higher learning, both of which are not usually immediately available to men just getting out of the service.

All Navy Cartoon Contest  
Charley Wise, HMCA, USN



"We'd better get another fix. According to our last one we're in the middle of Washington, D. C."

Other, more probable positions, are those of director of development, financial agent, dean of the college, dean of men, director of personnel, director of audio-visual services, superintendent of buildings and grounds, registrar, comptroller, treasurer, business manager, librarian, director of summer sessions, director of extension, director of placement, director of public relations, alumni secretary, director of athletics, athletic coach and many others.

• *What are the duties of faculty members in institutions of higher education?*

It is hard to generalize. It might be said, however, that the number of teaching hours expected of college teachers varies from six to eight hours a week to as much as 20 hours for instructors in smaller institutions.

The latter, however, have several duplicate sections in the same subject which would not require separate preparation for each.

Perhaps the average teaching time in universities amounts to from 12 to 15 hours. Professors who spend less than that are usually expected to spend some of their time in independent research.

A teacher with 12 or 15 hours in class could reasonably be expected to have a work week of from 45 to 48 hours a week. In the time spent outside his classroom, he would take care of organization of laboratory and field work; plan tests or other written exercises; read and evaluate examinations, term papers and notebooks; keep adequate rec-

ords of student progress and especially have individual conferences with students.

College teachers do not usually enjoy the conventional 40-hour week even though they are often provided with a student assistant.

For somebody who really enjoys teaching, the rewards reached through teaching his students, in research, in other college responsibilities and community activities far surpass the increased hours necessary to do a good job.

In addition to teaching responsibilities, the average successful college teacher will have various committee assignments and possibly some administrative work as well. If he is interested in advancement, he will do research and write for publication.

Teaching, administrative competence and public service are likely to be greater factors in consideration for advancement in smaller institutions, particularly in junior colleges, where less emphasis is placed on individual research.

• *What compensation is offered by institutions of higher education?*

Teaching salaries have never been high in comparison to the other professions. In some cases, they have been distinctly inadequate. However, in recent years, steps have been taken to remedy this situation and salary increases have exceeded increases in the cost of living.

Annual salaries for full time faculty members for nine months of teaching in 1312 colleges in 1959-60 showed a median salary for professors of \$9107; associate professors \$7332; assistant professors \$6,231; and instructors \$5095.

Most retired Navymen (if qualified to teach) could expect to enter an academic career as an instructor or assistant professor. Advancement usually comes after about five years.

Administrative positions usually range from a median salary of \$14,154 for vice presidents to \$6340 for registrars. College presidencies have such a wide range that a median figure comes to \$13,827 (less than the median for a vice-president). Fifteen college presidents in the sampling received less than \$6000 per year while one privately controlled university paid its president \$42,250 per year. Others were paid over \$30,000 per year. The median for large universities is over \$20,000.



In addition to his salary, a college teacher can supplement his income during the summer in a variety of ways. These are usually connected with his teaching field and enable him to expand his knowledge and get a more down-to-earth relationship between his subject matter and its use.

There are also a number of fringe benefits which include housing which often is either furnished outright, or made available at reduced rates.

For Navy men with several children near college age, the fact that many colleges offer enrollment to faculty members' children, at reduced rates, or completely remit it, is a factor worth thousands of dollars. Many institutions of higher learning have a faculty children's tuition exchange which results in financial savings away from the home campus.

Many institutions give sabbatical leaves — a full year at full or half salary for educational travel and study. There are also a variety of retirement plans which will add a second retirement income to that received from military retirement.

In most cases, retired military personnel going into the college teaching field will not receive the salary equal to that they received while on military duty. However, their teaching salary, added to their retirement income, usually is sufficient to enable them and their families to continue the general standard of living to which they have become accustomed.

• *How can a Navyman prepare for a position in an institution of higher learning?*

Any prospective teacher should know the subject he is going to teach. He should know something about the students to be taught and the methods of teaching.

Most states require certification involving a stated number of courses in educational methods, history and philosophy. Because of the current shortage in mathematics and science teachers, certification requirements are somewhat flexible.

Frequently, an instructor can obtain a provisional certification pending completion of work which will lead to unqualified certification.

If you lack the necessary courses required for a teaching career, you should investigate the possibility of taking whatever courses you lack at the nearest university offering them,

if you are close enough to attend classes. If you cannot attend regular classes, the possibility of correspondence courses should be investigated.

## NOW HERE'S THIS

### Disappearing Camels

Contractors beset by equipment breakdowns, manpower or material shortages and/or any of a myriad of other acts of God or freaks of nature have been known to request time extensions on their contracts before.

It's safe to say, however, that not many of them have come up with a more unusual excuse for such an extension than the one recently presented to a Navy contracting officer overseeing the construction of a new communications facility in Asmara, Eritrea.

Seems the main building of the facility required a lightweight concrete insulated roof. Material for the roof was being quarried and shipped from Mossawa, a town on the Red Sea coast some 80 miles down the mountainside.

The quarry was located a few miles out of Mossawa, and a sub-contractor — the owner and operator of a fleet of pack camels — was hired to haul the material from the quarry to Mossawa for transshipment to the construction site.

Things were progressing swimmingly, we understand, until one day misfortune struck — the camel train owner-driver fell dead of a heart attack. Camels, it develops, are inordinately unpredictable and independent critters — and without their lone lamented master to keep them humping, they took off full-tilt for the hills.

The prime contractor, at his wits' end, would have been willing to walk several miles for those camels. From among all of the local citizenry, however, he was unable to come up with a ready source of camel cowboys for a quick round-up. He had no choice but to request a time extension.

He got it.



The facilities of the Armed Forces Institute should not be overlooked in this connection.

If you have already retired, there are a number of teaching fellowships available for which you might be eligible. If a fellowship is not available, you should delve into the educational benefits offered under the Korean G.I. Bill.

This and other related public laws are operative for some veterans until 1965.

• *How can a Navyman secure a position in higher education?*

Sometimes military personnel on a teaching fellowship are recommended for positions by faculty members.

If you have had experience as an ROTC instructor or through practice teaching or through personal contacts, you can apply directly for a position with added possibilities for favorable consideration.

There are also services whose business it is to place teachers. Almost all large institutions of higher learning and many small ones have a placement service for their own graduates.

The United States Employment Service of the Department of Labor has a major governmental responsibility for providing employment assistance especially for veterans in all types and levels of positions.

There are commercial teachers' agencies some of which make a specialty of college positions. These are operated for profit and usually charge five per cent of the first year's salary as commission for any position they are able to obtain for an individual.

The Retired Professors' Registry is a promising and useful agency for placing retired military personnel, who hold an M.A. or higher degree.

The Registry is a non-profit organization which is, at present, financed by the Ford Foundation.

It was originally formed for referring retired professors to positions available in colleges other than those from which they retired. It is now performing this service for retired military personnel. Interested personnel should write to the Director, Retired Professors Registry, 1785 Massachusetts Ave., Washington 6, D. C.

Any Navyman who is interested in making teaching a second career should discuss teaching with the educational officer at his installation and/or with local school officials.

# Uniform Overseas Shore Duty Tours Listed for Armed Forces

**A**DD CHICHI JIMA to your list of standard tour overseas assignment possibilities. The five-by-two mile island (500 miles south of Japan) is included in the Navy's latest roundup of overseas facilities with standard uniform tours.

Also, changes have been made in the number of months you must serve at several other spots. Wakani, Japan, for example, has been removed from the "no dependents" status, and is now on an even keel with the rest of Japan—a flat 36-month tour if your dependents are with you, and 24 months without.

The tours have been shortened in several areas of Brazil where, under the old listing a standard tour was

36 months with dependents or 24 months without. Fortaleza and Salvador have been redesignated as areas for unmarried or unaccompanied servicemen only.

Information pamphlets on living conditions, which also include housing information, have been compiled for most of the overseas areas. An appropriate pamphlet is usually forwarded along with your orders when, and if, you should be ordered to one of these locations. (If you don't receive one, write to the Bureau of Naval Personnel, Pers G-2, Washington 25, D. C.)

The pamphlets contain such information as entry requirements and types of quarters available.

In any case, if you are ordered overseas, you are urged to communicate with your new command well in advance of your transfer date. By doing so, your new CO can fill you in on command policy as it will concern you, and, should your family be allowed to accompany you, give you any last-minute information concerning housing lists and temporary accommodations.

The list of stations and tours shown below was distributed Fleet-wide as part of BuPers Inst. 1300.26B, which also outlines Navy policy on rotation and the overseas movement of dependents.

Your dependents are not permitted at areas indicated by asterisks.

Country or Area	Tour with dependents (In months)	Tour without dependents (In months)	Country or Area	Tour with dependents (In months)	Tour without dependents (In months)	Country or Area	Tour with dependents (In months)	Tour without dependents (In months)
<b>AFRICA AND MIDDLE EAST AREA</b>			Crete	24	18	Republic of the Philippines		
Bahrein Islands	15	12	Corsica	*	18	(except Mindanao)	24	18
Egypt	36	24	Cyprus	24	18	Mindanao	*	12
Ethiopia (except Eritrea)	24	18	Denmark	36	24	Ryukyus Islands	30	18
Eritrea (Asmara)	30	18	France	36	24	Saipan	24	18
Iran (except Teheran)	24	12	Germany	36	24	San Nicolas Island	*	12
Teheran	24	18	Greece	30	18	Taiwan	24	15
Iraq	24	18	Italy	36	24	Thailand (except Bangkok)	*	12
Liberia	24	18	Malta	24	12	Bangkok	24	18
Libya (except Tripoli)	30	18	Netherlands	36	24	Vietnam (except Saigon)	24	12
Tripoli (including Wheelus AFB)	36	18	Norway	36	24	Saigon	24	14
Morocco			Portugal	36	24	Wake Island	18	12
Ben Guerir area	24	12	Sicily, Sigonella	24	18			
Casablanca area including Nouasseur	36	24	Spain (except El Ferrol and Cartagena)	36	24	<b>NORTH AMERICA AND NORTH ATLANTIC AREA</b>		
Marrakech area	30	18	El Ferrol and Cartagena	24	18	Alaska		
Port Lyautey area including Boul Haut, Rabat and Rabat Sale	30	18	United Kingdom (except Londonderry)	36	24	Aleutian Peninsula and Islands west of 162d Meridian including Adak, Attu and Dutch Harbor	18	12
Sidi Slimane	24	12	Londonderry	24	18	Anchorage Area including Almdorf AFB and Fort Richardson	36	24
Pakistan (except Peshawar and Lahore)	24	18	Yugoslavia	24	18	Big Delta area including Fort Greely	24	18
Peshawar	24	15				Fairbanks area including Eilson AFB and Ladd AFB	30	18
Lahore	*	15	<b>FAR EAST AND PACIFIC AREA</b>			Juneau area	24	18
Saudi Arabia (except Dhahran)	18	12	Australia (except Alice Springs)	36	24	Kenai-Whittier area including Wildwood Station	24	18
Dhahran	24	13	Alice Springs	24	18	Fire Island	*	12
Turkey			Burma (except Rangoon)	24	12	Kodiak Island	24	12
Ankara, Istanbul, and Izmir	30	18	Rangoon	24	14	Murphy Dame	*	12
Adana, Sile, Golcuk and Karamursel	24	18	Cambodia	24	12	Nome area	24	12
Derenca, Iskenderum	*	18	Chichi Jima	18	12	Point Barrow area	18	12
Trabzon, Samsun, and Diyarbakir	*	15	Eniwetok	*	12	Azores	24	18
Other areas	*	12	Guam	24	18	Canada		
Palestine, UN Truce Supervisory Organization	24	18	Hawaii	36	24	Labrador (except Goose AFB)	24	12
			Hong Kong	36	24	Goose AFB	24	15
<b>EUROPE</b>			Indonesia (except Djakarta)	24	12	Metropolitan areas	36	24
Austria	36	24	Djakarta	24	14			
Belgium	36	24	Djakarta	24	12			
			Iwo Jima	*	12			
			Jahnston Island	*	12			
			Japan	36	24			
			Korea	24	13			
			Kwajalein	18	12			
			Laos	24	12			
			Midway Islands	18	12			
			New Zealand	36	24			



Country or Area	Tour with dependents (In months)	Tour without dependents (In months)	Country or Area	Tour with dependents (In months)	Tour without dependents (In months)	Country or Area	Tour with dependents (In months)	Tour without dependents (In months)
Newfoundland			Bermuda	36	24	Guatemala	36	24
Argentina	24	18	Bolivia	24	18	Haiti	36	24
St. Johns	36	24	Brazil (except as noted)	36	24	Honduras	24	18
Stephenville	30	18	Fartaleza	*	18	Nicaragua	24	18
Other areas	24	12	Recife	24	18	Panama (including Canal Zone)	36	24
Greenland	24	12	Salvador	*	18	Paraguay	24	18
Iceland	24	12	Chile	36	24	Peru	36	24
Mexica	36	24	Colombia	36	24	Puerto Rico	36	24
SOUTH AMERICA AND CARIBBEAN AREA			Costa Rica	36	24	San Salvador Island	*	12
Antigua	24	18	Cuba			St. Lucia	*	12
Anguilla	24	18	Guantanamo	24	18	Trinidad	24	18
Argentina	36	24	Dominican Republic	36	24	Turks Island	*	12
Aruba	24	18	Ecuador	24	18	Uruguay	36	24
Barbados	24	18	Eleuthera	24	18	Venezuela	36	24
			El Salvador	36	24			

## List of New Motion Pictures And TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown aboard ship only. TV series available for selection are *Wagon Train* — Western, *Perry Mason* — Melodrama, and *Checkmate* — Drama.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

### Motion Pictures

*Now Voyager* (1751): Drama; Bette Davis, Paul Henreid.

*Ring of Fire* (1752) (C): Melodrama; David Janssen, Joyee Taylor.

*Operation Eichmann* (1753): Melodrama; Werner Klemperer, Ruta Lee.

*Flaxy Martin* (1754): Melodrama; Virginia Mayo, Zachary Scott.

*The Millionairess* (1755) (C) (WS): Comedy; Sophia Loren, Peter Sellers.

*Girl From Jones Beach* (1756): Comedy; Ronald Regan, Virginia Mayo.

*Hand in Hand* (1757): Drama; John Gregson, Sybil Thorndike.

*Wings of Chance* (1758) (C): Melodrama; James Brown, Frances Rafferty.

*Sword of Sherwood Forest* (1759) (C) (WS): Melodrama; Richard Greene, Peter Cushing.

*The Big Bankroll* (1760): Melo-

drama; David Janssen, Mickey Rooney.

*The Green Helmet* (1761): Melodrama; Bill Travers, Ed Begley.

*Please Turn Over* (1762): Comedy; Ted Ray, Jean Kent.

*The Canadians* (1763) (C) (WS): Melodrama; Robert Ryan, John Dehner.

*The Secret Ways* (1764): Drama; Richard Widmark, Sonja Ziemann.

*A Raisin in the Sun* (1765): Drama; Sidney Poitier, Ruby Dee.

*The Steel Claw* (1766) (C): Melodrama; George Montgomery, Charito Luna.

### Television Programs

5124 TV-1 *Wagon Train* — The Larry Hanify Story. TV-2 *Perry Mason* — The Lost Last Act.

5125 TV-1 *Wagon Train* — The Colonel Harris Story. TV-2 *Perry Mason* — Crooked Candle.

All Navy Cartoon Contest  
Joseph F. Melvin, HM1, USN



"Are you drawing proficiency pay yet?"

5126 TV-1 *Wagon Train* — The Felizia Kingdom Story. TV-2 *Perry Mason* — The Case of the Fugitive Nurse.

5127 TV-1 *Wagon Train* — The Ricky and Laurie Bell Story. TV-2 *Perry Mason* — The Case of the Half-Wakened Wife.

5128 TV-1 *Wagon Train* — The Tom Tuckett Story. TV-2 *Perry Mason* — The Case of the One-Eyed Witness.

5129 TV-1 *Wagon Train* — The Ruth Marshall Story. TV-2 *Perry Mason* — The Long-Legged Models.

5130 TV-1 *Wagon Train* — Jose Maria Moran Story. TV-2 *Checkmate* — Lady on the Brink.

5131 TV-1 *Wagon Train* — The Clara Duncan Story. TV-2 *Checkmate* — Target: Tycoon.

5132 TV-1 *Wagon Train* — The Steve Campden Story. TV-2 *Perry Mason* — The Black-Eyed Blonde.

5133 TV-1 *Wagon Train* — Chuck Wooser Wagon Master. TV-2 *Perry Mason* — The Vagabond Vixen.

5134 TV-1 *Wagon Train* — The Jonas Murdock Story. TV-2 *Checkmate* — Mask of Vengeance.

5135 TV-1 *Wagon Train* — The Josua Gilliam Story. TV-2 *Checkmate* — Runaway.

5136 TV-1 *Wagon Train* — The Christine Elliott Story. TV-2 *Perry Mason* — The Haunted Husband.

5137 TV-1 *Wagon Train* — The Alexander Portlass Story. TV-2 *Perry Mason* — The Empty Tin.

5138 TV-1 *Wagon Train* — The Sam Livingston Story. TV-2 *Checkmate* — The Murder Game.

5139 TV-1 *Wagon Train* — The Luke Grant Story. TV-2 *Checkmate* — Deadly Shadow.

# Deadline Is Near for Navymen Planning to Apply for NROTC

IF YOU HAVE PLANS to take advantage of the opportunities offered by the Navy to improve your educational background, you'd better get moving. The deadline for the Navy's 1962 NROTC program is rapidly approaching. A nomination from your commanding officer must be received by the Chief of Naval Personnel by 21 Oct 1961.

Provided your nomination reaches the Bureau on time, and if you are considered qualified, your skipper will receive a copy of the Navy College Aptitude Test, which you'll take on the Fleet-wide test date on 9 December.

This test and your physical examination are the controlling factors which determine whether your application will be given further consideration.

The names of those who pass the college aptitude test will be published next spring—and next summer, if you're still interested in the program, you'll be ordered to the Naval Preparatory School at Bainbridge, Md. If you negotiate the Prep School successfully you'll be appointed midshipman in the Reserve and sent to an NROTC unit at the school of your choice to begin your studies.

While you're studying for a baccalaureate in the field you select, the Navy will provide you with:

- All tuition, books and fees.
- Retainer pay of \$50 a month for four years.
- The required uniforms for wear at drills, on cruises, and at other functions for which uniforms may be prescribed.
- Three eight-week summer cruises, during which you'll receive practical training and firsthand experience. Two of these cruises will be to such choice liberty areas as Europe and South America. The third normally takes you to Little Creek, Va., and Corpus Christi, Tex., for amphibious and aviation training.

• Upon graduation a commission as ensign in the Regular Navy or second lieutenant in the Regular Marine Corps.

Sounds like a good deal — and it is — but it's not all beer and skittles. Although the midshipman who enters the program from active duty enlisted status retains his enlisted

All Navy Cartoon Contest  
ENS Robert C. Harvey (SC), USN



"He wants to know how much leave you have on the books."

rate on a suspended basis (in case you are separated from the program), you receive only your retainer pay of \$50 a month, or the increased pay you get during summer cruises.

This is definitely not enough to make you the richest man on campus. In fact, experience has proved that you will probably need an additional \$300 to \$600 per year — depending on the school and your tastes — to meet all expenses. Unless your family can help you out, or you can save some cash beforehand, digging up that much money can be quite a problem, especially when you are so busy with your studies that it would be almost impossible for you to take a part-time job.

"That's no problem for me," you might be figuring to yourself, "I'm all set to get married, and I know my wife wouldn't mind working long enough for me to get through school."

This isn't the solution either. In order to get into the program you must be single, and agree to stay that way until you're commissioned as an officer.

Largely because of the problem of finances, the Navy is not getting as many active duty applicants for Regular NROTC as it would like to

have, so the odds in favor of being nominated for the program are better than you might think.

The program is open to Regular and Reserve enlisted men on active duty and to inactive Reservists and civilians. Each year some 1600 candidates are selected for it. Of that number, 160 candidates are Navymen or Marines who've applied while on active duty.

The names of those who pass the college aptitude test will be published in March. Next summer, you'll be ordered to the Naval Preparatory School at Bainbridge, Md., where you'll get a chance to brush up on your studies. After that (providing, of course, that you get through the Preparatory School successfully), you'll be appointed to midshipman in the Reserve, and sent to one of the 52 NROTC units.

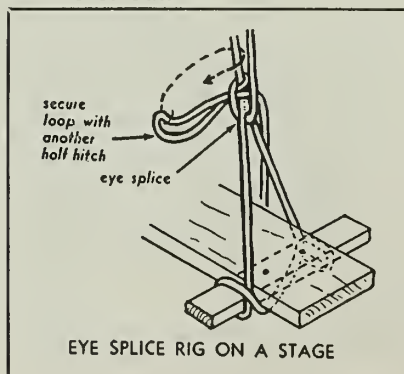
While in college you may take any course leading to a bachelor's degree except the following:

Pre-Medicine, Pre-Dental, General Agriculture, Dairy Production, Soils, Wildlife Management, Soil Conservation, Hotel Administration, Anthropology, Pre-Veterinary, Pre-Theological, Agronomy, Dairy Manufacturing, Horticulture, Real Estate, Religion, Landscape Architecture, Physical Education, Pharmacy, Music, Art, Law, Poultry Husbandry, Dairy Husbandry, Floriculture, Animal Science, Entomology, Dramatics, Industrial Arts, or Animal Husbandry. Except for these courses, the field is wide open to you.

There are some courses you'll be required to take. You must have 24 semester hours (or the equivalent in quarters hours) of naval science. You'll also need to complete one year of college mathematics and one year of college physics by the end of your sophomore year. And you'll be required to achieve proficiency in written and oral English, meeting the standards established by the college you attend. Outside of these few restrictions and requirements, you'll be practically on your own for the four years of schooling.

Upon graduation you'll be commissioned and ordered to active duty for four years. Depending on the needs of the service at the time, your commission will be as an ensign (Line) in the Navy, a second

## Grains of Salt —





lieutenant in the Marine Corps or an ensign in one of the Navy's staff corps. You'll be given a chance to indicate which branch you'd prefer.

Most of the graduates take Line commissions in the Navy. If you apply, and are qualified, you may receive immediate assignment to flight, submarine or nuclear training.

Once you are commissioned you'll be considered a career officer in every sense of the word, since the Regular NROTC program is designed as a supplement to the Naval Academy's output.

Sound worth looking into? The eligibility requirements can be found in Articles C-1202 and C-1204 of the *BuPers Manual*. Briefly, here's what it takes:

- You must be on an enlistment or extension of an enlistment which will not expire before 1 September of the year in which you will enter college.

- You must have reached your 17th—but not your 21st—birthday on 1 July of the year in which you wish to enter the program. However, for men on active duty, the upper age limit will be waived if you have previous college credits, and if you will not have reached your 25th birthday by 1 July of the year in which you graduate from college. To establish this waiver, you will be required to submit a college transcript.

- You must be a high school graduate or possess the equivalent educational background or high school certificate which would be acceptable for admission to an NROTC college or university.

- You must be a citizen of the United States.

- You must be unmarried and agree to remain unmarried until commissioned.

- You must be of good moral character, have the potential for leadership and be recommended by your commanding officer.

- You must pass a physical examination conducted by medical officers. (The final determination of your physical qualifications is subject to review and decision by the Chief, Bureau of Medicine and Surgery, and to the approval of the Chief of Naval Personnel. No waivers of physical defects will be granted to NROTC applicants.)

## Here's Latest Change To Advancement Rules

Advancement in rating is one of the more important aspects of your career. It means added prestige, more money and often, a better job for you.

BuPers Inst. P1430.7D Change Transmittal of 20 Jun 1961 issued a thick pad of page changes to the booklet, *Advancement in Rating of Enlisted Personnel on Active Duty* (BuPers Inst. P1430.7D).

Although the changes, for the most part, only clarify current instructions, there are a few that may be new to you. Here are some of them:

- Men who are advanced to E-8 and E-9 are required to serve on active duty for two and three years, respectively, after they accept the advancement. They must extend their enlistments for the required time, if necessary. This will allow the personnel distributors to rotate them on schedule.

- When advancement examinations are forwarded to another command, the forwarding letter must specify whether or not the NavPers 624 (Recommendation for Advancement or Change in Rating) has been sent to the Naval Examining Center.

- A new revised worksheet that corresponds with the EAM Card NavPers 624 has been adopted. The new form shows the date on which the NavPers 624 was forwarded to the Naval Examining Center and also gives space to record the results of the advancement examination. The new form is NavPers 624W (Rev. 3-61).

- Changes in a NavPers 624 which has already been submitted to the Naval Examining Center may now be made by speedletter. In the past a revised NavPers 624 was required.

- Men being tested for advancement to E-3 may be given a locally prepared examination (questions may be taken from a new, standard, Navy-wide test for E-3), or they may be given the standard test which has been prepared by the Naval Exam Center.

- Naval Reservists who are not advanced before they report for active duty, solely because of administrative delay, may now be advanced by their commanding officers.

All these changes should now be included in BuPers Inst. P1430.7D.

Every now and then—about every three months—in a peaceful depression snuggled among the palm trees of Guam, a giant explosion takes place. It could be the birth of a volcano or maybe the opening of an invasion, but it is neither. The Navy is just disposing of miscellaneous explosives it has picked up around the island from reports of service people and civilians alike.

The people in charge of this not too comfortable operation are on the explosive ordnance disposal team (EODT).

When something explosive is found on the island, the discovery is reported to the team which picks it up and totes it back to the hole to await controlled detonation.

The team gets quite a variety of explosives, found under a number of interesting circumstances. For instance, there was the pile of hundreds of three-quarter-pound picric acid blocks found in a Japanese bunker. There are the Navy duds found in the water by swimmers and, nicest of all, are



the pipe-like bangalore torpedoes which have been found first by hikers who sometimes try—unsuccessfully so far—to use them for grills on barbecue pits. They are then re-discovered by someone who recognizes them for what they are and reports them to the EODT.

In case you feel like exploding, here's how the EODT does it. Primacord is laid on the material to be exploded (it is gathered into small groups) and explosive composition blocks are formed around the primacord. One lucky man remains behind, after everyone else has left, to tape the electric blasting cap into the firing lead. He carries the "hell box" (used to set off the explosion) on his back to prevent some well-meaning but curious individual from finding it and pushing the plunger just to find out what will happen.

The red flags go up and everyone who needs to know is informed that the fireworks are about to start.

After that—VAVOOM!

Sound like fun? Why man, it's a blast.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnovs and NovActs as well as current BuPers Instructions, BuPers Notices, and SecNov Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnovs, NovActs, Instructions and Notices for complete details before taking action.

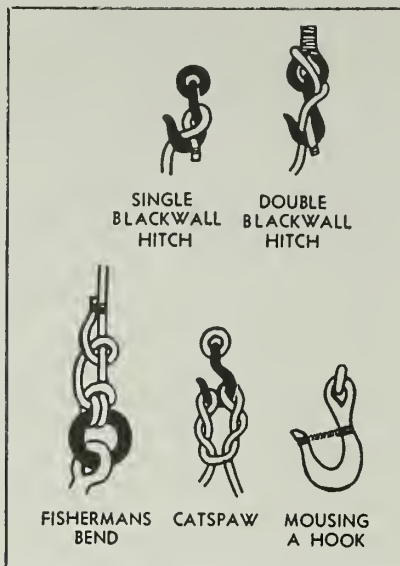
### Alnovs

No. 25 — Announced approval by the President of the report by a selection board which recommended line officers for temporary promotion to the grade of rear admiral.

No. 26 — Announced approval by the President of the report by a selection board that recommended U.S. Marine Corps officers for temporary promotion to major general.

No. 27 — Announced approval by the President of a report by a selection board that recommended U.S. Marine Corps officers for temporary promotion to brigadier general.

## Grains of Salt —



No. 28 — Required that certain medical supplies be suspended from issue and use.

No. 29 — Announced the withdrawal of APO parcel post privileges for dependents of U.S. military personnel who reside in the Philippines while their sponsors are on duty outside the Philippines.

No. 30 — Announced the death of

General Randolph McCall Pate, USMC (Ret), on 31 Jul 1961

### Instructions

No. 1020.11A—Sets forth the policy and instructions for providing clothing to enlisted Naval Reservists who are ordered to extensive active duty or discharged for immediate enlistment in the Regular Navy.

No. 1300.26B — Provides a current statement concerning overseas tour lengths, policies on personnel rotation and policies concerning overseas movement of dependents.

No. 1510.69F — Requests applications and outlines eligibility requirements and procedures whereby naval enlisted personnel may apply for assignment to the Navy Enlisted Scientific Education Program.

No. 7010.2A — Revises the method by which the Chief of Naval Personnel levies an assessment against profits earned by Navy Exchanges and ships' stores.

### Notices

No. 1430 (3 July) — Discussed advancements resulting from the February 1961 Navy-wide examinations and the opportunities for advancement which, it was estimated, would exist in the August exams.

## Now's The Time To Think About Your Beneficiaries' Insurance

If you should be killed tomorrow, to whom would your life insurance benefits be paid? If you are as careless about naming your beneficiary, as a recent group of VA-insured men proved to be, four out of 10 of you have a beneficiary listed who is not the person to whom you really want the money paid.

Apparently this most frequently happens when a policyholder gets married.

Before that, your beneficiary was probably one or both of your parents or some other member of your family. But, now that you're married, you undoubtedly want your wife to be the beneficiary. You and many of your shipmates have not, however, made such a change to your policy.

The Record of Emergency Data Form (DD 93-1) which you fill out for your service jacket *DOES NOT* change or affect the beneficiary of your GI or NSLI insurance. To change your insurance

beneficiary, you should complete Veterans Administration VA Form 9-336 (Change of Designation of Beneficiary and/or Change or Selection of Optional Settlement) and forward it to the Veterans Administration District Office, Post Office Box 8079, Philadelphia 1, Pa. If you have insurance with a civilian company, you should also make sure your beneficiary is correct on that policy.

Many times, reports the VA, individual cases are brought to the attention of the Secretary of the Navy and Veterans Administration by members of Congress and the survivors of deceased persons, because the insured man did not have his beneficiary correctly designated.

In a test, to see to what extent the beneficiaries might be wrongly designated, the VA solicited a new beneficiary application from a random group of insureds. Four out of 10 of the persons contacted made an actual change in their

previous designation. This same condition might hold true for Navy personnel.

You have the right to name anyone you wish as beneficiary of your life insurance policies. For that reason, the beneficiary you designate on each policy will receive the insurance benefits, regardless of who is designated in your will, Record of Emergency Data, or other documents.

The Chief of Naval Personnel is concerned about this situation, and reminds officers and enlisted members of the Navy to make sure their designated beneficiaries are, in fact, the persons to whom they want any benefits paid. In case you are not sure whom you have designated, or if you failed to change your policy when it should have been changed, it would be safer to fill out and forward VA Form 9-336 anyway.

More information on this subject may be found in BuPers Notice 1740 of 26 May 1961.



# DECORATIONS & CITATIONS



**DISTINGUISHED SERVICE MEDAL**

**"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."**

★ **BOUNDY, James W., RADM, SC, USN**, for exceptionally meritorious service to the Government of the United States in a duty of great responsibility as Chief, Bureau of Supplies and Accounts, and Paymaster General of the Navy, from August 1958 to May 1961. Exercising outstanding professional ability and keen foresight, RADM Boundy established new goals for the operation of the Navy Supply System to adjust to the rapidly changing operational demands and technological advances of the Navy. In accomplishing these goals, RADM Boundy has made a significant contribution to the combat readiness and capability of our naval forces on the sea and in the air. As the Navy Member of the Armed Forces Supply Support Council, he has advanced interservice supply cooperation and coordination. Under his skilled supervision, the Navy Supply System has established an enviable reputation in industry as a pioneer in advanced techniques of inventory management and in the application of methods engineering to clerical functions.



**LEGION OF MERIT**

**"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."**

★ **CRONIN, Robert E., RADM, USN**, for service from August 1956 to June 1961 as Chief of Industrial Relations. Rear Admiral Cronin has made a marked contribution toward strengthening relationships between Navy and civilian employee representatives, resulting in a better mutual understanding of problems and fewer labor disagreements. He was personally responsible for the expansion of training in Industrial Relations through the establishment of Industrial Relations Field Institutes. Under his effective guidance, the Navy's Merit Promotion Program has brought about a higher level of employee performance and the retention of capable personnel. His close

personal knowledge of the intricate details of personnel administration has been a strong contributing factor in the creation of a streamlined and more effective Industrial Relations program.

★ **RODEE, Walter F., RADM, USN**, for exceptionally meritorious conduct in the performance of outstanding service from May 1960 to July 1961 as Commander Fleet Air, San Diego, and Commander, U. S. Naval Air Bases, Eleventh Naval District. During this period, Rear Admiral Rodee exercised marked professional skill and resourcefulness in planning and coordinating the smooth merger of Naval air bases with the newly established Fleet Air, San Diego. He succeeded in avoiding duplication of effort and ensured the smooth functioning that provided the maximum of services to the fleet and support for the multitudinous tasks of the aircraft carriers, aircraft squadrons, and Aircraft, Fleet Marine Force, Pacific.

★ **ROMOSER, William K., RADM, USN**, for exceptionally meritorious conduct in the performance of outstanding service from July 1960 to July 1961 as Commander Service Force, U.S. Atlantic Fleet. During this period, Rear Admiral Romoser carried out his responsibilities with outstanding professional skill and resourcefulness. Through his personal interest in the improvement of fleet logistic support and the underway replenishment phases thereof, he was instrumental in bringing about increased efficiency, more rapid resupply, streamlined procedures, and reduced replenishment time. Numerous projects undertaken by the construction battalions were completed effectively and expeditiously due to Rear Admiral Romoser's efficient planning and coordination.

★ **ROTTER, Benjamin F., AQCS, USN**, for outstanding service during the period from June 1958 to July 1960 as Supervisor of the Aviation Fire Control Shop, Attack Squadron 44, U. S. Naval Air Station, Jacksonville, Fla. In 1959, when the need arose for a unit which would test all the system components of the AERO 18 LABS delivery system, Rotter built, from salvage, manufacturing those parts he could not find, a portable tester which could check out the entire LABS system under conditions similar to those normally encountered in flight. Built at no cost to the Navy, this test unit

aids materially in maintaining the AERO 18 LABS system at peak effectiveness. In February 1960, when the need arose for a low-cost, two-place airborne radar aircraft with which to train A4D-2N replacement pilots in the use of the AN/APG-53A radar, Rotter designed and supervised the prototype installation of the radar in an AD-5 aircraft. Subsequent flights have proved this installation to be highly reliable and eminently satisfactory for training purposes, with present indications that the trainer will be adopted for Fleet radar training in both the Atlantic and the Pacific naval air commands. Through his outstanding technical skill, initiative, and determined efforts, Rotter made a significant contribution to the attainment of his squadron's mission to train replacement pilots for the Fleet. In addition, he was instrumental in effecting considerable financial savings to the Navy.

★ **SNACKENBERG, John A., RADM, USN**, for exceptionally meritorious conduct in the performance of outstanding service from May 1958 to June 1961 as Chief, Military Assistance Advisory Group to The Netherlands. During this period, Rear Admiral Snackenberg was responsible for the undertaking of several important projects in the fields of propulsion and auxiliary machinery systems and for the development of a highly effective ASW capability that resulted in an efficient hunter-killer group in the Royal Netherlands Navy. His fine sense of diplomacy and tactful manner motivated the military services of The Netherlands toward meeting their NATO commitments.



**NAVY AND MARINE CORPS MEDAL**

**"For heroic conduct not involving actual conflict with an enemy . . ."**

★ **METZ, George E., LT, MC, USN**, for heroic conduct on the morning of 15 Nov 1960 while serving with the Medical Department, U. S. Naval Air Station, Cubi Point, Philippine Islands. Witnessing the crash of a Marine Corps helicopter on the slope of Mount Mariaveles, Bataan Province, LT Metz raced to the burning wreckage and succeeded in extricating a trapped and severely burned Navy medical corpsman moments before the aircraft exploded and became engulfed in flames.



THOSE OF US who recall Gunther's *Inside Europe* of 25 years ago will be shocked to discover how rapidly the stream of history has hurried us along from day to day. The Big Names of that time are almost forgotten now and are replaced by, in many cases, the equally ephemeral Big Names of today. All this is to suggest that, as never before, we are living in historical times and these times are admirably reflected in the books selected for your ship or station library.

*Inside Europe Today*, by John Gunther, repeats his earlier triumph in a survey of the tremendous changes that have taken place since 1936, and sketches in detail the appearance of Europe as it is today. Hitler, Mussolini and Stalin are gone and, in their stead, two Germanys, and a new France, Italy and Russia have arisen. France is having trouble with Algeria. NATO and the Common Market were earlier unknown. The Atlantic alliance is a fact. Colonialism is dead. New social problems are emerging everywhere. Furthermore, the United States has become a part of the new Europe to an extent difficult to visualize 25 years ago, says Gunther. All journalism is history, in a sense, but this is conscious historical journalism — and highly readable.

*Russia and the West Under Lenin and Stalin*, by George F. Kennan, covers almost the same period but the approach is, of course, much different. An excellent writer as well as historian and diplomat, Kennan has attempted to bring order out of the chaos in the story of Russia and the West from the Communist Revolution to the end of World War II. His book, which is actually a series of lectures, makes a number of points: World War I was a major catastrophe for the West; the demands of "unconditional surrender" during both wars only strengthened Russia who, at no time, was a friend of the West; Lenin used violence when necessary to advance Communism, Stalin employed it to advance his own power at the cost of the power of his country. Kennan makes the point that the West will have to go right on competing with Russia for an indefinite period, that conflict (but short of all-out war),

not cooperation, will be the normal condition of existence. Although Russia never hesitates to use violence as an implement of policy whenever the situation dictates, he doubts if they will ever risk all in a general World War. Important, but not light.

Two other books, *Official Secret*, by Clayton Hutton, and *Colditz*, by Reinhold Eggers, also cover World War II and both are quite off-beat. *Secret* is a now-it-can-be-told type about how British fighters were helped to elude their potential captors. This sounds pretty basic, but it can lead to complications. Major Hutton was the brain primarily responsible for the invention, design and production of such cloak and dagger gimmicks as fountain pens that could fire darts, silk maps so thin they could be concealed in a card or the sole of a boot, flying boots whose tops could be converted into a coat with civilian-type shoes remaining, not to mention match boxes and buttons that were really compasses. One of the Major's biggest problems: His activities were so hush-hush he just couldn't help but attract the attention of Scotland Yard and other nosey-parkers. Obviously, he couldn't explain what he was up to. You'll have to read the book to learn how he dealt with that one. How does one qualify for such a job? The Major's only earlier claim to professional experience was that he once challenged Houdini in an escape contest — and lost.

In a way, *Colditz* might be considered as the other side of the three-dollar bills produced by Major Hutton. It is concerned with a presumably escape-proof castle, high on a pinnacle of rock, in which the Germans held for safekeeping (as long as they could) the toughest and most escape-minded Allied prisoners. The story is told in a tone of exasperated admiration by a German, an officer whose duty it was to see that the POWs didn't escape. From this point in time it would appear that the whole thing was conducted on a plane of gentlemanly moves and countermoves but it is quite possible that the writer has his English-speaking markets in mind. At the time, it probably wasn't quite so polite as implied.

Until now we've spoken of the

past. In almost every summary of current books you'll find at least one whither-away-are-we-headed type and this one is no exception. This month's candidate is *Strategy for the 60s*, edited by Jay H. Cerf and Walter Pozen. In search of a "global overview" of such issues as the role of the emerging nations, the Sino-Soviet threat, and the ever-increasing destructive power of thermonuclear weapons, the U. S. Senate Foreign Relations Committee contracted with 13 leading American foreign-policy research centers for a series of comprehensive studies of foreign and defense policies. The result was some 1400 tightly printed pages which *Strategy* boils down to approximately 168 pages.

In view of the problems ahead, one simple little mutiny, easily quelled, might seem to be almost a relief. Not so. *The Potemkin Mutiny*, by Richard Hough, makes the point that this incident very nearly precipitated the Russian Revolution almost 12 years ahead of schedule. To some, including the responsible authorities, this was simply a sordid little rebellion over some bad meat, organized by professional agitators. To others (including those who saw Eisenstein's motion picture) it was pretty earthshaking. Within two weeks, *Potemkin's* crew declared war on its government, killed her commander and many of her officers, defied an admiral and his squadron and participated in a civil uprising which resulted in some 6000 deaths. Hough, who earlier wrote *The Fleet That Had to Die*, tells both sides of the story in this one.

No escape fiction this month. Even here, you will find problems. (After all, no problems, no plot. No plot, no story. No story, no fiction.) *Memed, My Hawk*, by Yashar Kemal, follows the classic form in which villains are all black, heroes are the strongest, bravest and finest, and heroines are pure as the driven snow and gladly face death rather than dishonor.

You can expect to be thoroughly shaken by *Mila 18*, by Leon Uris, the author of the earlier *Exodus*. This time, he tells of the stand of the Jews in the Warsaw Ghetto against the Nazis who were determined to wipe it, and its inhabitants, from the face of the earth. Physically, they succeeded, of course, but the defenders have already been immortalized by John Hersey in *The Wall*. This is a gripping tale.





## ALL HANDS BOOK SUPPLEMENT

**T**HE story has often been told of the official negotiations between Japan and Commodore Matthew C. Perry, USN. Even at that time, however — and, no doubt, much earlier — Navymen demonstrated a lively curiosity and friendship toward everyone they met, whether on the official or unofficial level. J. W. Spalding, a junior officer of USS *Mississippi*, tells of the early encounters between Japanese and Americans while awaiting the slow progress of this summit meeting of more than a century ago.

**W**HEN THE COMMODORE came aboard *Mississippi*, his broad pennant was hoisted, the anchors hove up and with boats ahead to make soundings, we stood up the bay, running nearer to the great capital of the empire than the ship of any foreigner had gone before.

The Japanese troops on shore kept watch on our movements, and their guard boats rowed up in company with ours, but did not attempt to impede or molest them. Having gone up and made soundings until the water began to shoal, we put the ship about and returned to where we had left *Susquehanna*.

We had now been in their waters about eight days, during which we had only one opportunity for noticing things and people, nearby on shore and then for not a very long time. Their boats were sharp, and by the continued action of the sculls — instead of rowing on their sides — were impelled with greater speed than the Chinese; while the nice bows to their junks indicated great superiority, and the single white canvas sail, stretched by a yard from the enormous mast, was far more pleasant to the eye and senses than the

mat-sail of China. Their plan of reducing sail is singular; instead of lessening the hoist of the sail, as other nations do, as in reefing, they reduce the width of their sail by unlacing a cloth from either side.

We did not on this visit get in the vicinity of the capital but could form some idea of its consumption by the immense number of coasting-junks forever going up and returning, keeping the bay white with their sails, in the center of which black characters told the district they were from, or it was indicated by strips of black cloth hanging from either end of the yard.

**T**HE SPOT SELECTED for the erection of the buildings for the conferences was on the beach of the village of Yokohama, in the small bight of Kawa-saki. This place was quite sheltered by a projecting bluff below. The Japanese, as could be seen through a glass at two and a half miles distant, set to work in the erection of the buildings on shore with a Babel-like activity; and the ships of the squadron moved in closer and formed a crescent line in their anchorage.

While the buildings were being readied, a number of their fast-sailing, sharp, copper-plated and tassel-prowed boats, some quite ornamentally painted, came off and moved around the ships, their inmates not being allowed to come alongside by orders of their government's cruisers, peering all they could. The sterns of these boats are open, or indented a foot or

From *The Japan Expedition*, by J. W. Spalding, published by J. S. Redfield, New York, 1855.





U.S. NAVYMEN of paddle-wheel steam frigate *USS Mississippi* made many new friends in the Far East.

so in their build. This was due to the belief that the eddying waters at this point serve to propel the craft.

The tall, square masts of their boats, when not under sail, rest on a kind of gallows at the stern. At one corner of the stern is an upright bamboo pole to which, like a tavern-keeper's sign, is attached by strips a cotton or provincial flag. If it be a government or customhouse boat, the flag is of white cotton with a horizontal black stripe through the center. The rowers of these boats are athletic men who appear very indifferent to cold, and in the chilliest weather their cotton garments are most scanty.

THE JAPANESE OFFICIALS, or gentlemen, who came off to the ships were politely received and kindly entertained. They seemed gratified and, after the manner of their land, indicated their appreciation by bringing from time to time little presents. I don't remember having seen anything but the most quiet and gentle manner in any of these visitors except one individual who pried into everything about the ship with rude curiosity. He came and went from the cabin without decorum, and examined officer's state-rooms without solicitation. However, he did appear

to understand quite well how a howitzer in battery should be worked.

A dinner was given on *Susquehanna* by her commander to the governor of the province of Uraga and a suite of ten others. The Japanese, being accustomed to the use of chopsticks at their meals, were a little awkward at first in the use of the knife and fork, but it did not take them long to acquire the necessary facility.

The cherry cordial, of which they are very fond, did not go untasted, and champagne was by no means neglected. Accustomed to the small saki cup, they admired the contents more than the size of our glasses. When any health was proposed, they would turn their goblets upside down on the table to show the absence of heeltaps.

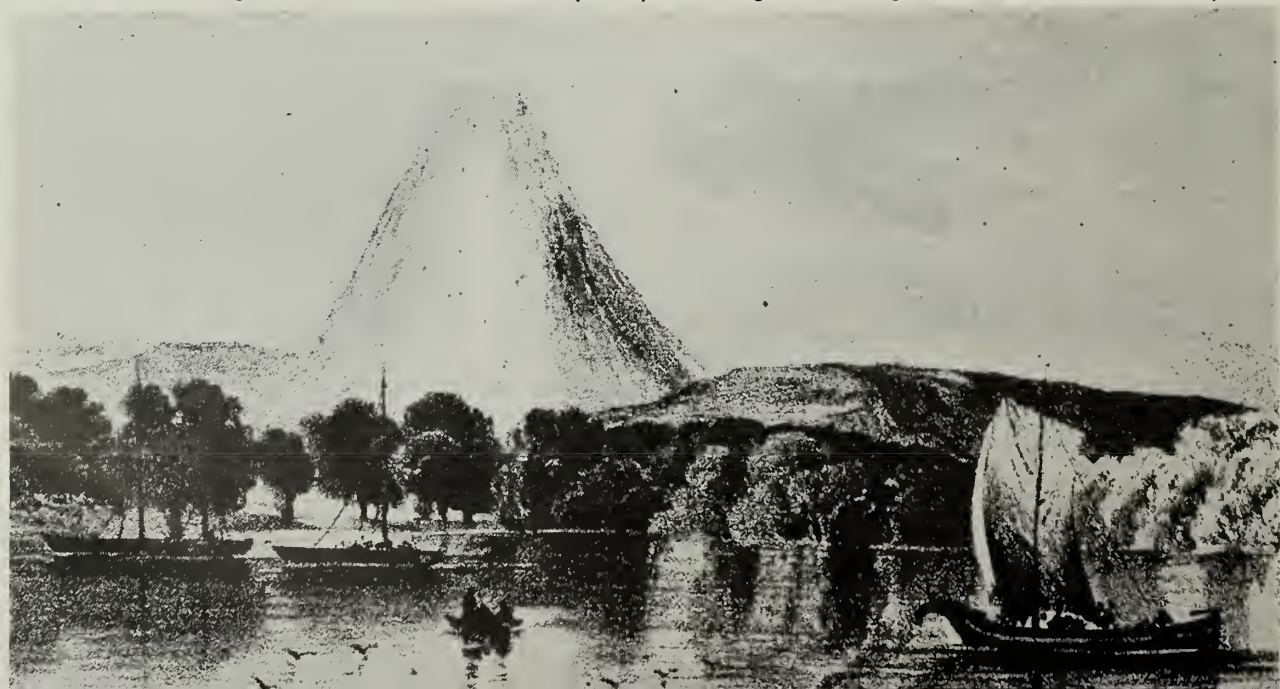
They remained at the table some two hours, during which time one of them sang a Japanese song. In return, one of the lieutenants of the ship sang "Ginger Blue."

ON LEAVING THE SHIP, the governor remarked that he hoped he would have the opportunity of reciprocating the courtesies which had been shown him and his party when the treaty had been made. As customary, they left a number of little presents, consisting of confections in small wooden boxes, and flowers, and little birds on miniature trees.

While at dinner, they laid aside their swords. I had a very good opportunity of examining them in the cabin of *Mississippi*. The Damascus may not equal them, but they showed much surprise when I demonstrated the temper of this famed blade by an engraving in which the point of one appeared so bent as to be put through the guard.

The Japanese blade is of the most magnificent steel. It has the back shaped like that of a razor and the edge is equally as sharp and so highly polished that they look black instead of bright, and the breath disappears from their surface as from the face of the finest mirror. The hilts were without any basket of any kind and about a foot in length, intended to be

HIGH POINT—"Foogie Yama" shown in contemporary drawing, was of great interest to U.S. Navymen.





grasped, when in use, by both hands. They were covered with the skin of a shark or corrugated plaice, wrapped in silk cord in diamond shapes, and ornamented with amulets in the shape of small animals, made of gold, boxwood, coral or bronze. The guard, which was a circle of bronze, frequently had an image of a fly entangled in a web. The blade has little curve and is contained in a scabbard of wood finely lacquered and ornamented with purple cord.

**T**HE HOUSES on shore progressed and were built without any palisade enclosure, as had been agreed on. The Japanese brought water in their boats to fill our tanks. They brought two kinds and desired us to choose between them. Everything in Japan having any connection with strangers is considered a matter of such importance that the waterboats were always accompanied by others with municipal officials.

They were entertained with cakes and tea and wine; and were quite curious in examining each portion of the ship. They told us that the Russian squadron had been at Nagasaki and had left there on the 12th of February. At that time they declared their intention of making a treaty with the "American States" alone.

They would present their fans on which they desired some sentiment to be written, and many of them took away the marginal aphorisms of a pocket-dictionary. Their own cards were written perpendicularly on strips of paper. They were very polite in writing names in Japanese characters in our book.

Some Japanese amateur artists from Yedo, who had come down from the city in the suite of the commissioners, made crayon sketches of many of the officers and seemed to labor under the impression that the only thing necessary to make a good American portrait was to draw a large nose and sketch the balance of the features around it. Their efforts at representing flowers were much better.

**W**HILE ON SHORE I took the opportunity of making a closer inspection of the Japanese troops who were standing in line in a neighboring field. They

did not present as good an appearance as those seen the year before. They did not seem as athletic as the Tartar troops I saw at the fort back of Canton or at Shanghai. It appeared to me that even if they were armed with the percussion musket or the modern Minie rifle, instead of the antiquated matchlocks and old Dutch muskets as they now are, their unsoldierly costume would prevent the freedom and quickness of movement that now constitutes effective troops.

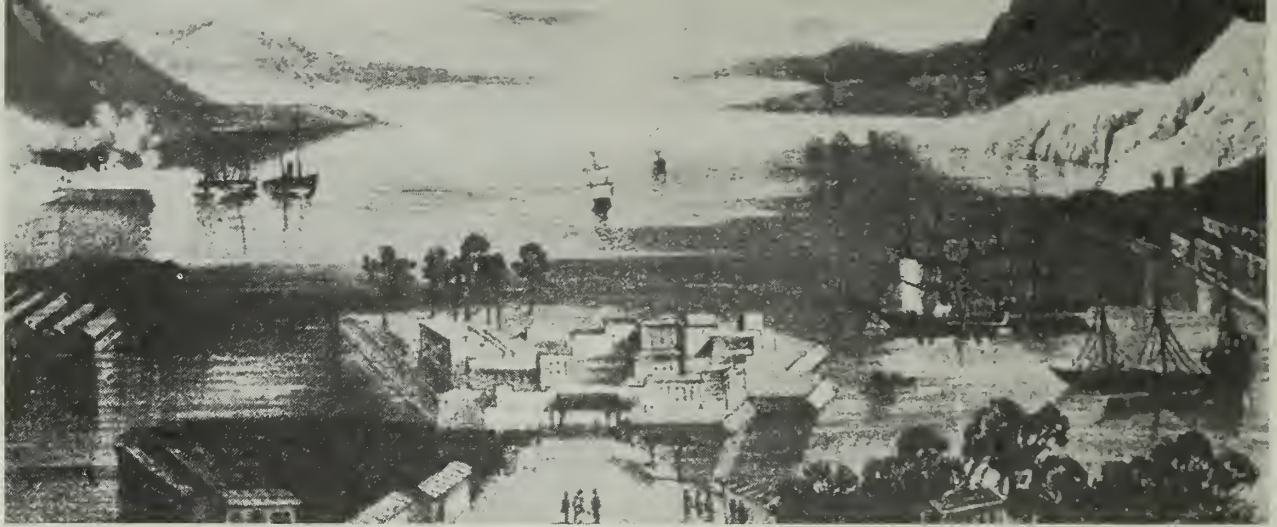
In my limited reconnaissance, I took occasion to pull some of the flowers — camellia japonicas — that were growing wild. One of the two-sworded gentry seeing me standing on the beach with a bunch in my hand, asked to know the name of the flower in "American." Upon being told, he repeated the word until he got our pronunciation quite accurately, and then wrote it down in a small soft-paper book with a camel's hair pencil. They are always provided with these, together with a small bronze ink-holder and a handle to contain the pencil which, at a short distance, appears similar to a small pipe with the bowl downward. I returned his question and asked the name of the flower in "Nippon" as they call their country. He said "Tsu-bi-ki."

The illustrious stranger wearied me more than himself with the number of his queries. I had to catalogue nearly every article in my wardrobe in English for him, which he invariably noted down. Upon showing him my watch he pronounced the word "chronometer" quite plainly and, when the case was opened, seeing my name engraved on the back, wanted to know what it was. Touching myself, I told him my name which he wrote down, but could not pronounce.

*While on station, one of the men of the squadron had died of "an affection of the brain," and a Christian burial on Japanese soil was planned if arrangements could be made with the local authorities. Japan was violently anti-Christian at the time, and permission to bury the man on Japanese soil, which was one of the points of negotiation, was of considerable significance. The settled opposition to Christian-*

**STORMY POINT**—USS *Mississippi* rides out blow at Cape of Good Hope as Perry's fleet sails to Japan.





**VIEWPOINT**—Sketch drawn by artist on 1852 expedition shows Japanese port and U.S. ships in the harbor.

ity, of more than 200 years' duration, was broken through by this burial from an American man-of-war.

*The account of the burial is told by the chaplain of Mississippi, who officiated at the ceremony.*

**O**UR PREPARATIONS were for an internment exactly after our usual method upon the occasion of the burial of a Marine. A great many of the officers would have liked to go, and some applied for permission; but it was thought best to give the occasion no unusual emphasis while at the same time nothing was to be omitted.

About three o'clock, after all hands had been called to bury the dead, and the customary passage of the Scripture had been read from the gangway, we left the ship in two boats, with the flags at half-mast. The first contained Captain Slack of the Marine Corps, Assistant-Surgeon Lynah, and myself, in uniform and gown. The other boat carried the body with a guard of honor consisting of a corporal and six Marines.

We landed at a spot designated — a quarter of a mile south of the landing place of yesterday and in front of a large village, Yokohama. The whole shore was lined with villagers who had come to gaze. The mayor of Uraga and the interpreter received us there.

I had expected that on their seeing me in my official costume and first knowing that there was a Christian minister on their shore and among them, that there would be a recoil, and that they would shrink from me as from something poisonous.

But there was no such thing. On the contrary,

**CREW MEMBERS** of USS *Powhatan* were among Navymen in early people-to-people venture in 1852.



they came up successively and gave me their hand for a shake. (They have learned our salutation, and seem to be fond of it.) The interpreter, pointing to my prayerbook, asked if it were for ceremonies over the dead, and smiled as before when I told him that it was.

The Marines were formed in line and received the body with presented arms when the procession was formed and moved on: Marines with reversed arms; fife and muffled-drum playing the Dead March; the chaplain; coffin borne by four Marines; their captain, surgeon, hospital-steward, and six or eight sailors. Our way lay through the village and the occasion seemed to excite quite a holiday among them. Everybody, men, women and children ran to gain good places for seeing, and squatted down on the ground until we had passed, when they would run and gain another place for observation if they could.

**I** SAW MYSELF often pointed out, being doubtless recognized by my gown and book as the clergyman of the party, but it was without any exhibition of displeasure on their countenance; but as they would look at any other curiosity. I saw one woman hold up her little child to see me, and the thought passed through my mind that, if it should live to maturity, it would probably see many wonderful changes in Japan.

Our way led quite through the village, at the further end of which, on a wooded hill at our left, was a temple with two different flights of steps leading up to it, and ornamented gateways below. Through the further of these gateways, I now saw a Buddhist priest in his officiating costume emerge, and saw that he took his way toward some fresh earth — the grave, a little beyond.

They had selected for the internment a very pretty spot about a hundred yards from the village, and closely adjoining an old burying ground of their own. We found a Buddhist priest seated there.

The scene at this time was an interesting one, apart from it being the first breakthrough of the Japanese opposition to Christianity. The hills here formed a semicircular sweep, and at one end of the semicircle we were standing. On the opposite side, on the heights above, was the Buddhist temple. The sides of these hills, and the whole sweep of the crest were



covered with people, quiet and attentive spectators of what was going on.

Close to us stood the Japanese officials, just below the grave. The Marines were in line on the other side, and near them on a mat sat the old Buddhist priest, with a little table before him, on which were a number of papers with incense burning.

Everybody was quiet and attentive while we went through our usual service for the solemn burial of the dead. Then the Marines fired three volleys over the grave. As the first volley was given there was a half shout from the spectators on the hills around, as if giving vent to deep observation and pent-up curiosity. The number of onlookers was computed by one of our officers at 2000.

I then went down to the Buddhist priest, a venerable looking man about 75 years of age, who was very friendly and showed me his rosary, half of the beads in which were glass and half, wood; also his book.

The interpreter opened the papers and showed us their contents, and stated that the priest had come there as "a compliment" to the deceased. On the little table, in addition to the incense box and some rolls of unknown material and papers, were also a bowl of cooked rice, a covered vessel with saki, and a small gong.

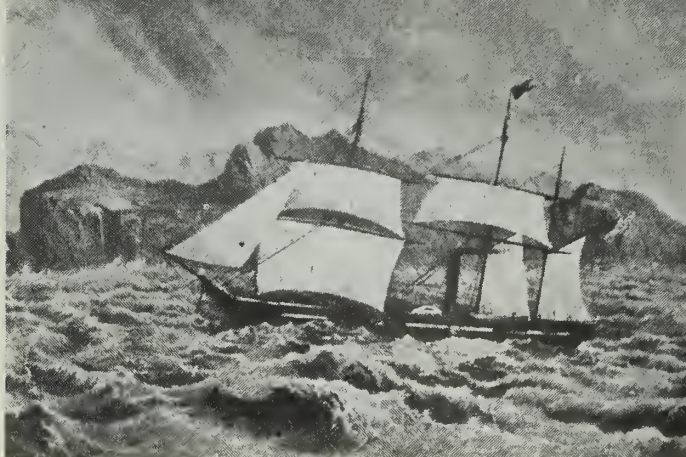
The priest now commenced his ceremonies, sometimes touching the gong, sometimes stirring the saki, while he thumbed his beads, then muffling his hands in his robe and bowing his head. He read some prayers in a low, unintelligible voice. His outer dress was of very rich brocade silk.

After putting head and foot boards, with inscription, to the grave, and covering it in our usual manner, we left the Buddhist priest still engaged at his ceremonies and set out on our return, the crowds gathering around as before, and all very civil and polite. So, with drum and fife playing, we returned to our boats.

*Spalding's account resumes here.*

THE JAPANESE said they had no objection to the officers going ashore to walk about the towns of Yokohama and Kanagawa, but trusted they would not for the present go further; the people had not become used to strangers, and their presence might

**MEETING POINT**—Japanese officials and spectators greet Navymen in gala ceremony as East meets West.



**HEAVY SEA** is encountered by *USS Mississippi* as she cruises in waters off the Japanese coast.

produce unnecessary excitement among them.

One of the officers of *Susquehanna* was ashore on the 14th and took a long stroll, not getting aboard until ten o'clock at night. Had he made the best of his time he might have had a sight of the city of Yedo, but he spent some two or three hours in going to and fro in Kanagawa and an adjoining place.

At a wave of the hand of the Japanese officials who accompanied him, the crowds of people opened a clear passage in the centre of the street for him. He entered some of the houses, which he found primitive in their furniture and arrangements, but compared with other oriental dwellings of the same class, to be neat, clean and comfortable. In some of them he observed clocks of Japanese manufacture. He also visited several temples which were smaller than in China, have more gilding on their walls and ornaments on their idols. The priests, as well as the people, were distinguished for their courtesy.

As he was returning, a Japanese officer put into his hands an order from the commodore for all officers to return on board, and shortly afterward a courier, mounted on a splendid black horse, delivered a similar dispatch. Finding it was understood and acted on, he turned and galloped back again to report the approach of the American officer. The officer concluded his journey by torchlight and found on his arrival that everything that had occurred had been noted, even the number of buttons on his coat being recorded.





# TAFFRAIL TALK

Just the other day one of the ALL HANDS staffers was complaining that traffic lights perversely turned red when he drove up to them; that the line he got in at the supermarket always turned out to be the slowest-moving one; that the barber he picked invariably revealed himself to be a survivor of Geronimo's blood-thirsty crew, etc.

In other words, he is one of these guys who continually winds up with the short end of the stick.

Frankly, the rest of the staff wasn't wasting a lot of sympathy on their complaining compatriot, until it was realized that he might very well have become a victim of Gumperson's Law.

Every hear of Gumperson's Law? We hadn't until a recent issue of the *Sky Anchor*, the station paper at NAS Key West, Fla., brought it to our attention.

According to the *Sky Anchor*, C. R. F. Gumperson was an internationally famous statistician who spent several years in his youth in the U.S. Navy. Being a scholarly and reflective type, he arrived at several conclusions during his years in the service.

Among them were: That advancement-in-rate questions are taken from books you have not read; that a man who has just completed standing two straight midwatches is most likely to have another midwatch on the next watch bill; that laundry service is always speedy except the day before inspection; that the best rackets in the Navy are always enjoyed by ratings other than your own.

The above is just a sampling—there were many others. Obviously Gumperson was headed for bigger and better things, and, says the *Sky Anchor*, would undoubtedly have attained them if it had not been for his untimely death not long ago.

While strolling along a highway, he was obeying the pedestrian rule of walking to the left facing traffic when he was struck from behind by an English visitor determinedly and obviously hugging the left side of the road.

[P.S.: Yes, we've heard of Finnegan's Law (or Kelly's Law, or call it what you like), which goes something like this: "If anything can go wrong, it will." Variation: "If there's any chance of fouling this up, somebody will." We don't claim it as a new idea, for we've heard of Caesar's Law, which said: "When you don't expect it, the Helvetians will attack," very definitely an adaptation of Alexander the Great's famous statement, literally translated from classical Greek that: "If it ain't the Persians, it's the Medes, and always when we ain't ready." Authorities ascribe the beginning of this Law of Laws to frustrated scientists of the Neanderthal era, who were in a race with the Cro-Magnons to make better missiles: "The flint always shatters when you're making the final chip." The most enduring phase, speaking of this man's Navy, is: "Why does it always have to happen on my watch?"]

[P.P.S.: Our short-end-of-the-stick crony just got some late news and has added still another sequel to Gumperson's Law: If anyone is going to get his orders changed at the last minute, thus fouling up the best laid plans, etc., it will be me.]

*The All Hands Staff*

## The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipments, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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The Bureau should be kept informed of changes in the number of copies required.

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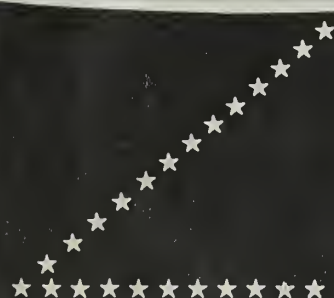
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• AT RIGHT: GUIDED missilemen work on instrumentation of a Terrier, surface-to-air missile on board guided missile cruiser USS Springfield (CLG 7) serving as flagship for Commander Sixth Fleet.

ALL HANDS





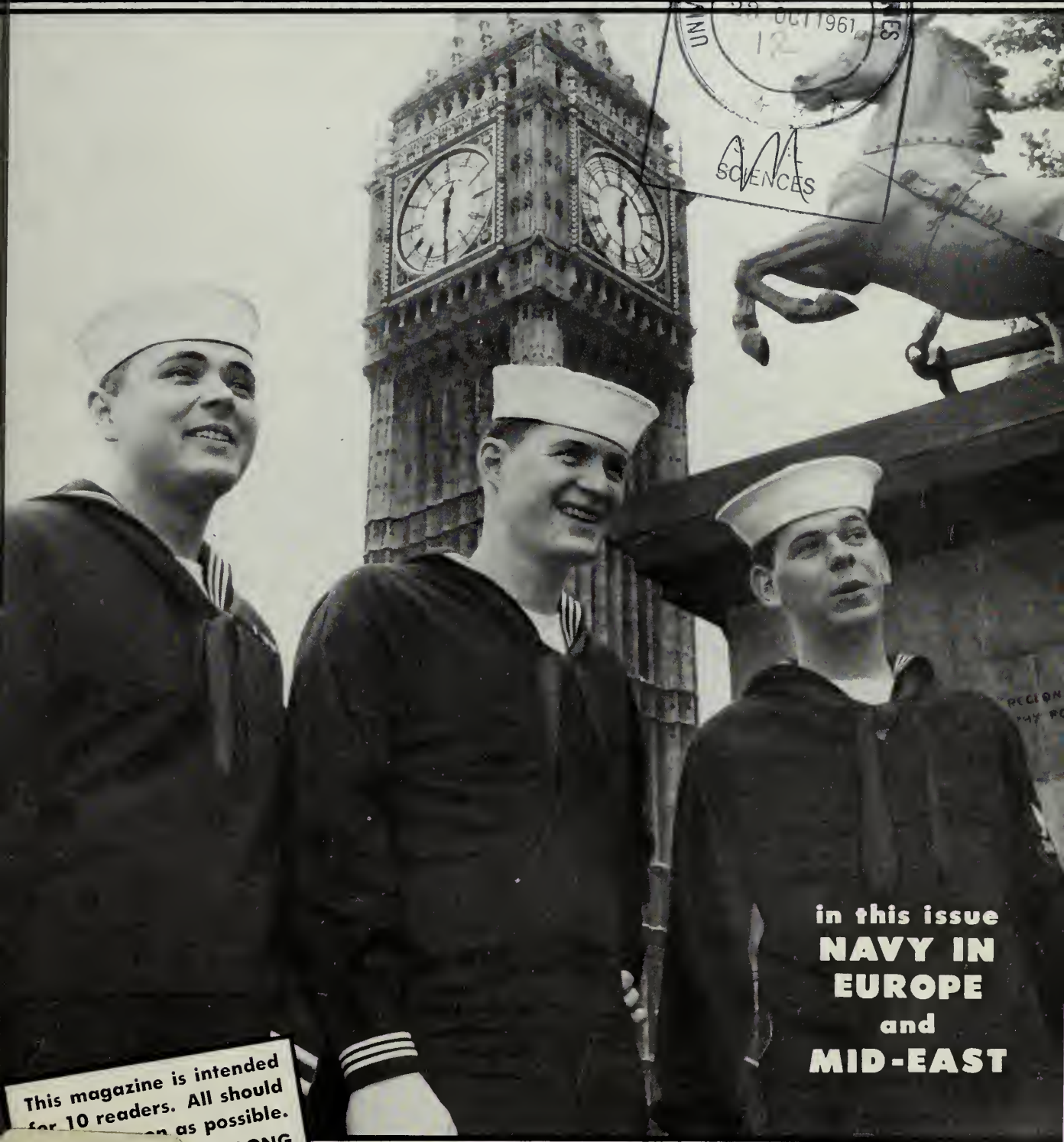


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# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION SURVEIN



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and  
MID-EAST**

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for 10 readers. All should  
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OCTOBER 1961





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1961

Nav-Pers-O

NUMBER 537

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The Deputy Chief of Naval Personnel

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● **FRONT COVER: THIS IS LONDON** — U. S. Navymen pause in front of Britain's famed Big Ben while making tour of London. All are attached to CINCUSNAVEUR headquarters.

● **AT LEFT: SYMBOLS OF MIGHT** and teamwork on the high seas, USS *Forrestal* (CVA 59) and USS *Hyman* (DD 732) negotiate the delicate job of high line transfer with ease.

● **CREDITS:** Photos published in **ALL HANDS** are official Department of Defense photos unless otherwise designated. Photos on 14 and 15 by Keystone Press Agency Ltd., London, Eng.

# THE CINCUSNAVEUR

**I**N AN INCONSPICUOUS BUILDING on a quiet street in London is the central office of a little-known U. S. naval command. Its branches extend into various parts of Europe and beyond, and its area of responsibility covers a vast expanse of the world's waterways, ranging from the Mediterranean to the Persian Gulf.

Navymen, officers and enlisted personnel, come and go through the swinging doors at North Audley Street and Grosvenor Square, but there is little to identify them as members of the seagoing service. They generally wear civilian clothes, and there is rarely a sign of their ships in the port cities near London.

This is the home of CINCUSNAVEUR, the short name of the Commander in Chief, U. S. Naval Forces, Europe. He has a multi-hat job, and the vital importance of his work is indicated by the fact that he is one of three commanders-in-chief of Fleet units in the U. S. Navy. The other two are CINCLANT and CINCPAC, commanding the Atlantic and Pacific Fleets.

CINCUSNAVEUR is Admiral Harold P. Smith, USN. His job and the job of the Navymen who work under him is not easy to explain in a few words—because this Navy command is designed to have the flexibility

to perform varying jobs, and is responsible for a large number of widely separated activities.

The following will help to point up the over-all job of this command, and how it fits into the Navy structure, functioning as a component of the U. S. military organization in defense of free world nations.

- All U. S. Forces in Europe—Army, Navy and Air Force—are tied together under a single operational commander whose title is United States Commander in Chief, Europe—U. S. CINCEUR—with headquarters in Paris, France. The *naval component* is under the command of CINCUSNAVEUR.

- CINCUSNAVEUR's area of responsibility stretches across Europe and Asia and reaches into North Africa. It includes the operations of the Sixth Fleet in the Mediterranean and an extensive naval shore establishment in Europe, with branches in North Africa.

- Wearing another hat, in addition to his Navy and European responsibilities, CINCUSNAVEUR has been designated by the Joint Chiefs of Staff as "Specified Commander for all U. S. Forces in the Middle East." In this capacity he serves as Commander in Chief, U. S. Naval

Forces, Eastern Atlantic and Mediterranean, which accounts for his title as CINCNELM. In performing this job, he reports directly to the Joint Chiefs of Staff and directs the use of all military units (land, air and naval) in Middle East operations.

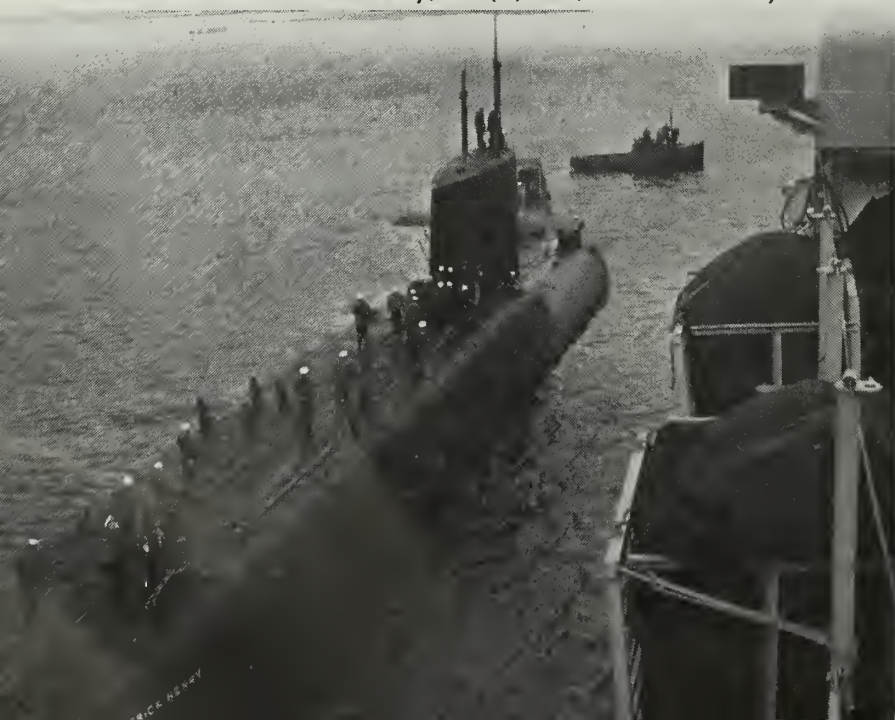
**A**N EXAMPLE of the role this naval command might be required to play is found in a job that CINCNELM did have to perform in the recent past. Just three years ago, the U. S. was called upon to respond to a request for assistance from the legal government of Lebanon.

Lebanon was not a member of the NATO group, but it was a small friendly nation trying to preserve its freedom from subversive forces. In a matter of hours after receiving this call for help, Navy ships had landed Marines to secure a beachhead.

As the specified U. S. commander-in-chief, CINCNELM could call upon Air Force and carrier planes to aid him; ready to move in at his request were U. S. Army troops; behind him, strung out in the Mediterranean, were the 76 ships (at that time) of the Sixth Fleet, manned by Navy crews, 35,000 strong.

In answering Lebanon's call, the U. S. was able to help another

**OVER THERE—USS *Patrick Henry*, SSB(N) 599, moors. Rt: Navymen man rails as *Queen* sails up the Thames.**





# STORY

nation stay on the side of the free world. It was a show of force in defense against aggression, and this show of force was enough not only to prevent aggression, but preserve world peace as well. A crisis in the Middle East had passed.

**H**ERE ARE SOME of the commands which come under the jurisdiction of CINCUSNAVEUR. They are mentioned only briefly here, but you can get more details concerning the major activities on the following pages in this issue.

- Foremost among the forces afloat is the famed *Sixth Fleet*, one of the best known U. S. military forces in the world. It sails the Mediterranean and its ports of call range from Gibraltar to Beirut.

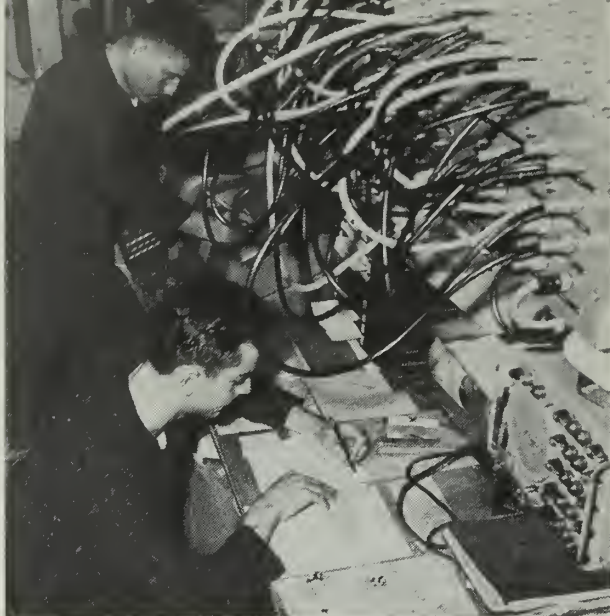
- The Navy's *Middle East Force*, which sails the waters of the Persian Gulf and the Indian Ocean is under the operational control of this naval commander in his capacity as CINCNELM.

- Two major shore activities in the CINCUSNAVEUR area are located at Naples, Italy: *Commander Fleet Air, Eastern Atlantic and Mediterranean* exercises operational control over all assigned air units, and directs the logistic support for shore-based naval air units. *Commander,*



VADM D. L. McDonald, ComSixthFleet, talks with ADM H. P. Smith, CINCUSNAVEUR. Top: London HQ.





CINCUSNAVEUR is a complex organization with varying jobs, and responsibility for many activities.

*Naval Activities, Mediterranean* supervises the naval shore establishment in the Med area. Also located in Naples is *Commander, Naval Activities Italy*, directing the numerous shore activities in Italy.

• CINCUSNAVEUR is also USCOM-EASTLANT. In this capacity (U.S. Commander, Eastern Atlantic) he has control of the Fleet Ballistic Missile submarine tender USS *Proteus* (AS 19), Holy Loch, Scotland, with *Commander Submarine Squadron 14* embarked. Mission of COMSUBRON 14 is to exercise military command of

operating SSBN's of SUBRON 14 and, through *Proteus*, to provide repair and upkeep capabilities for servicing of systems embodied in the SSBN.

• Also in the British Isles are units ranging from COMNAVACTS *United Kingdom*, in London, to a *Naval Communication Facility* in Londonderry, Northern Ireland, a *Naval Security Group Activity* in Edzell, Scotland, and a *Naval Support Detachment* at Greenock, Scotland. There is a *Fleet Weather Facility*, a *Naval Air Station* (at West Malling), auditing offices, sup-

port activities, and management and purchasing offices — most of them in or near the naval headquarters in London.

• In Spain is located one of the largest naval activities, area-wise, in Europe, the *Rota naval complex*, with a base station, airfield, supply and support units, plus smaller naval activities including fuel depots at El Ferrol and a naval magazine located at Cartagena.

• In Morocco is another vital naval activity, *Port Lyautey*, with an air station, communications and ordnance facilities, which carries out logistic support of Fleet units.

HOME PORT for CINCUSNAVEUR is London. Here, Navymen sightsee.

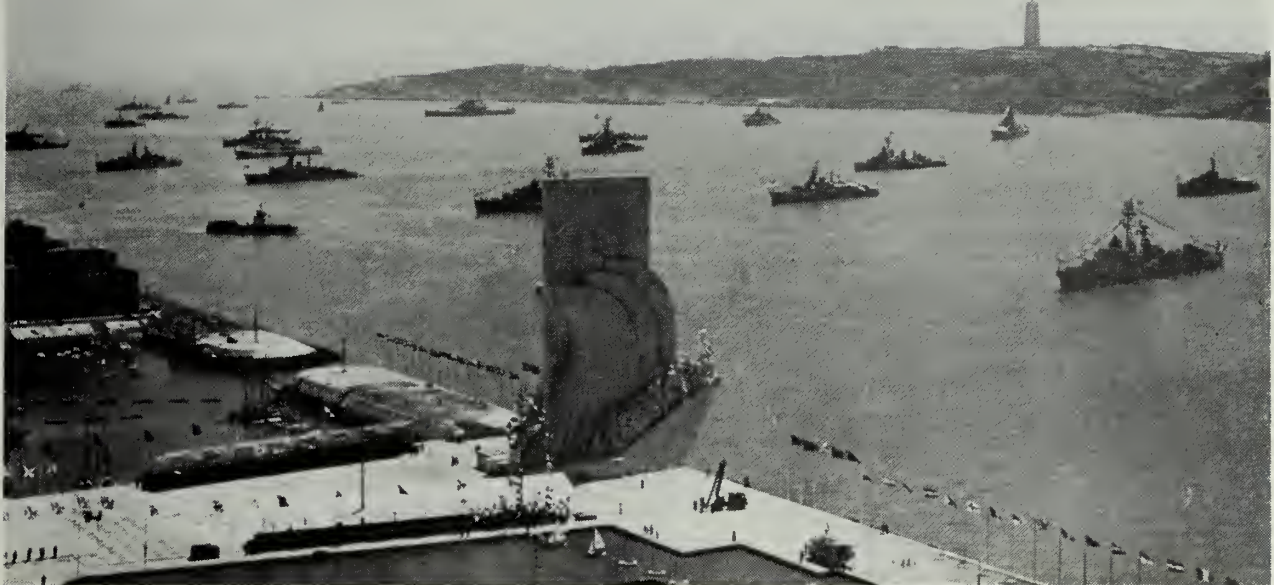


**T**HE NAVAL COMMAND of Commander in Chief, Naval Forces, Europe, stems from the early days of World War II. In March 1942 the command of U. S. Naval Forces, Europe, (COMNAVEU) was created, with headquarters at the present location — 20 Grosvenor Square, London, England.

At that time, the mission of COMNAVEU was reporting intelligence and research data to the Navy Department from the headquarters of Allied intelligence organizations in London. The command also maintained Navy bases in the United Kingdom, opened numerous liaison channels with the British and with governments in exile, and planned and prepared for the invasions of France and North Africa.

The Navy headquarters aided in the North African invasion in November 1942 by furnishing hydrographic and weather intelligence.





**FRIENDLY FLEETS**—Thirty-two ships of 14 navies get together to help Portugal mark a special holiday.

COMNAVEU — at that time Admiral Harold Stark, USN — was also Commander Twelfth Fleet, operating in European waters, which consisted of one battleship, two cruisers, one carrier and six destroyers.

During 1943 and 1944 the command was primarily occupied with preparations for the execution of "Operation Overlord," the cross-channel invasion of France which took place 6 Jun 1944.

With the capitulation of Germany on 8 May 1945, a post-hostilities plan for reduction of naval establishments closed bases in the U. K. However, the jurisdiction of the command was extended to the Mediterranean Sea.

By late autumn of 1945, the chief functions of the U. S. Navy in the occupied areas had been completed. Enemy naval forces had been disarmed, and war material had been located and accounted for. Harbors had been reopened and were being operated.

The task that remained was to assist in keeping the peace in the occupied countries, to represent U. S. Navy interests in Europe and the Mediterranean, and to support the foreign policy of the United States.

**I**N NOVEMBER 1946 the command's title was changed to Commander, U. S. Naval Forces, Eastern Atlantic and Mediterranean (COMNAELM) and in April 1947 CINCNELM was born.

The small postwar Fleet maintained in the Mediterranean by the command was known as Naval Forces, Mediterranean and had as

its flagship a destroyer tender anchored at Naples, Italy. In June 1948 the title was changed to Commander Sixth Task Fleet, and in February 1950 changed to its present title of Commander Sixth Fleet.

Admiral Robert B. Carney, later to become Chief of Naval Operations, became CINCNELM in December 1950. In June 1951 he assumed additional duty as Commander in Chief, Allied Forces, Southern Europe (CINCUSOUTH), a NATO command, and the headquarters was moved to Naples, Italy. The Sixth Fleet was the first fully equipped fighting force placed at the disposal of General Eisenhower when he became the first Supreme Allied Commander, Europe, in January 1951.

In June 1952 the two commands were separated when Admiral

Jerauld Wright became CINCNELM and Admiral Carney remained as CINCUSOUTH. At that time, the CINCNELM headquarters returned to London. CINCUSOUTH (see page 16) today heads AFSOUTH, the NATO command responsible for the defense of Italy, Greece and Turkey. There is no organizational connection between this command, operating out of Naples, and CINCUSNAVEUR.

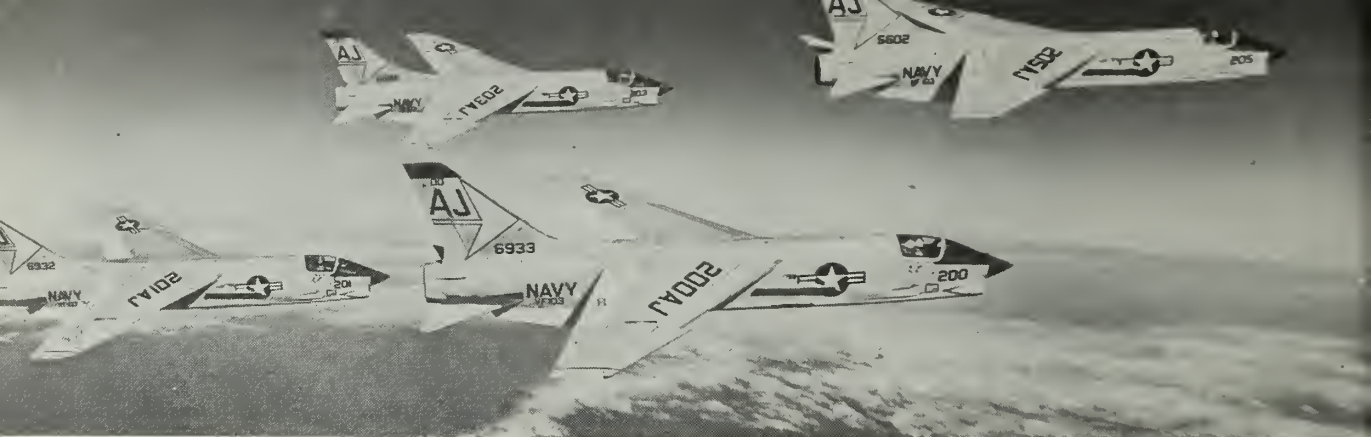
In February 1960 Admiral H. P. Smith, USN, took over his present assignment. At the same time the title was changed to Commander in Chief, U. S. Naval Forces, Europe (CINCUSNAVEUR) and CINCNELM became a specified command, both under Admiral Smith.

For more about the Navy in Europe and the Middle East turn the page and read the following articles.

CINCUSNAVEUR role was demonstrated in Lebanon's call for help.







# THIS IS THE SIXTH

**W**HAT is the Sixth Fleet?

The Sixth Fleet today is 30,000 men, sailing in 50 powerful ships through the azure-blue waters of the world's largest sea, the beautiful Mediterranean.

It is a fast, mobile Fleet always on the go—sometimes on exercises testing its readiness to meet an emergency, or training round-the-clock with allied navies, or headed for any one of 100 liberty ports a year—from Gibraltar to Beirut, to Nice, Naples, Piraeus, or Crete.

Yet it is completely self-sustaining: It has no shore bases in the Mediterranean. It is made up of a swift attack aircraft carrier striking force, and a potent amphibious land-

ing force, with a supporting force of auxiliaries that make it possible for the Sixth Fleet to operate indefinitely at sea.

And, finally, it is the Friendly Fleet, a title which has been well earned by the crews of its ships down through the years.

Officially, the Sixth Fleet is an instrument of national policy and power whose goals are peace, stability and good-will gained by maintaining operational readiness and earning respect for the United States.

Its exercises and maneuvers are designed for self-education and for perfection of working relationships with friends and allies.

While its aims are friendly, it is always battle-ready—capable of waging any kind of warfare.

**T**HE PRESENCE OF U.S. NAVY ships in the Mediterranean has become something of a tradition, dating back more than 150 years to the days of the war against the pirates in the year of 1802.

From 1886 our American sea power has operated almost continuously in this area of more than one million square miles, which the ancients called the “center of the earth.”

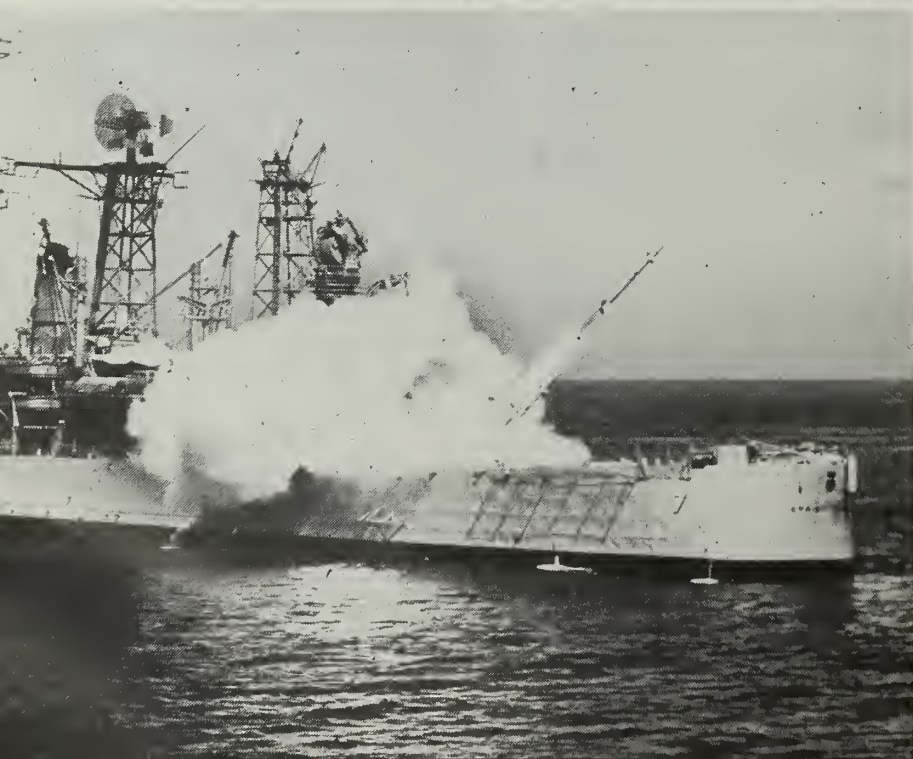
Yet the Sixth Fleet as such is relatively young, developing shortly after the end of World War II.

Secretary of the Navy James Forrestal, who was later to become the United States' first Secretary of Defense, recognized the value of a fleet in the Mediterranean.

“Since the early days of the last century” he said, “the U. S. Navy has periodically maintained vessels in the European waters, particularly in the Mediterranean Sea. In the unsettled years immediately following World War I the ships of the U. S. Mediterranean Squadron performed useful services in facilitating the establishment of peace among the countries of the Balkans and the Middle East.”

With World War II at an end, a small postwar Fleet, known as Naval Forces, Mediterranean was established. Its flagship was a destroyer tender anchored at Naples. In June 1948, its name was changed to Sixth Task Fleet, and on 12 Feb 1950 it received its present title of Sixth Fleet. Today it is famed throughout the Mediterranean area.

**ON DUTY — Sixth Fleet flagship fires Terrier during exercises.**



**ALL HANDS**



**T**HIS IS WHAT the Sixth Fleet looks like today. It is organized into three main task forces, supplemented by a fourth force as necessary:

- **Task Force 60** — This is an attack carrier striking force, consisting normally of two or three large carriers, two cruisers and about 20 destroyers. As the main striking arm of the Fleet, it has more than 200 aircraft, including high-speed jet fighters and bombers with a striking radius in excess of 1000 miles. The carriers are capable of operating

# FLEET

their aircraft around the clock in all kinds of weather.

- **Task Force 61** — This is the amphibious force, consisting of a squadron of amphibious ships with a reinforced battalion of about 2000 combat-ready Marines embarked.

In this force are generally included an amphibious command ship, attack transport and cargo ships, minesweepers and a variety of amphibious assault types.

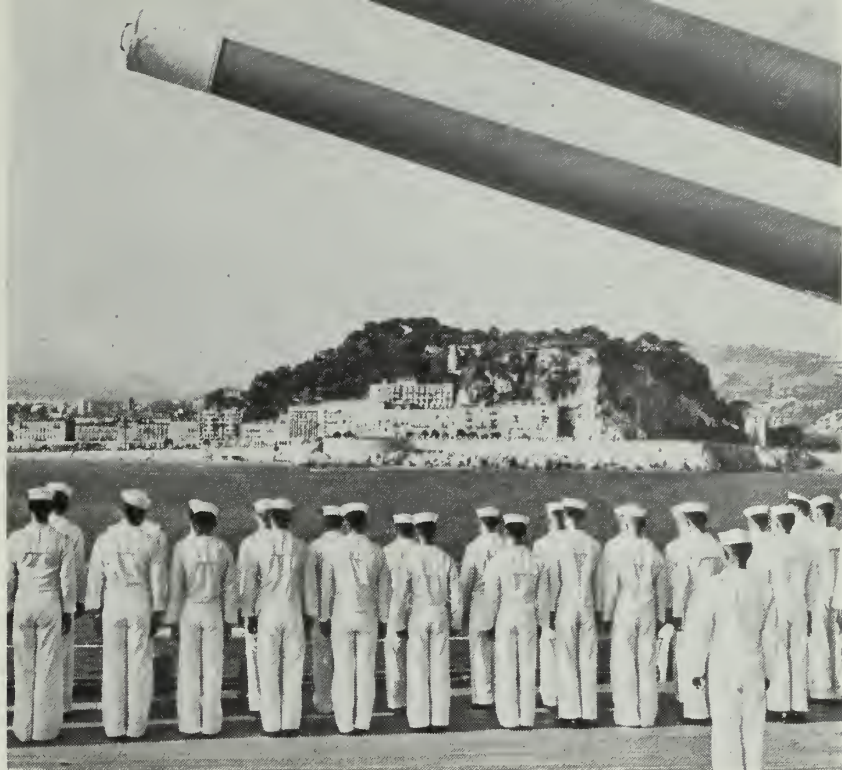
- **Task Force 63** — The service force provides the floating base which enables the Fleet to stay at sea for indefinite periods of time. It includes a number of auxiliary ships, tankers, repair ships, supply and provision ships.

- **Task Force 66** — Annually the Sixth Fleet may be augmented by a special force known as the anti-submarine force. It usually consists of an ASW carrier with a specialized air group, accompanied by destroyers. All are trained to seek out and destroy enemy submarines in the event of war.

In addition to these major forces, the Sixth Fleet is supported by submarines, used principally to provide training service to the Fleet, and by land-based aircraft for scouting and antisubmarine operations.

**I**N COMMAND of the Sixth Fleet is Vice Admiral David L. McDonald, USN, succeeding Admiral George W. Anderson, Jr., USN, who recently assumed the Navy's top billet of Chief of Naval Operations. In the U.S. chain of command the Sixth Fleet is a subordinate operational command of CINCUSNAVEUR, with headquarters in London.

An indication of the dual respon-



**NICE DUTY**—Cruisemen man rails during nautical parade at Riviera.

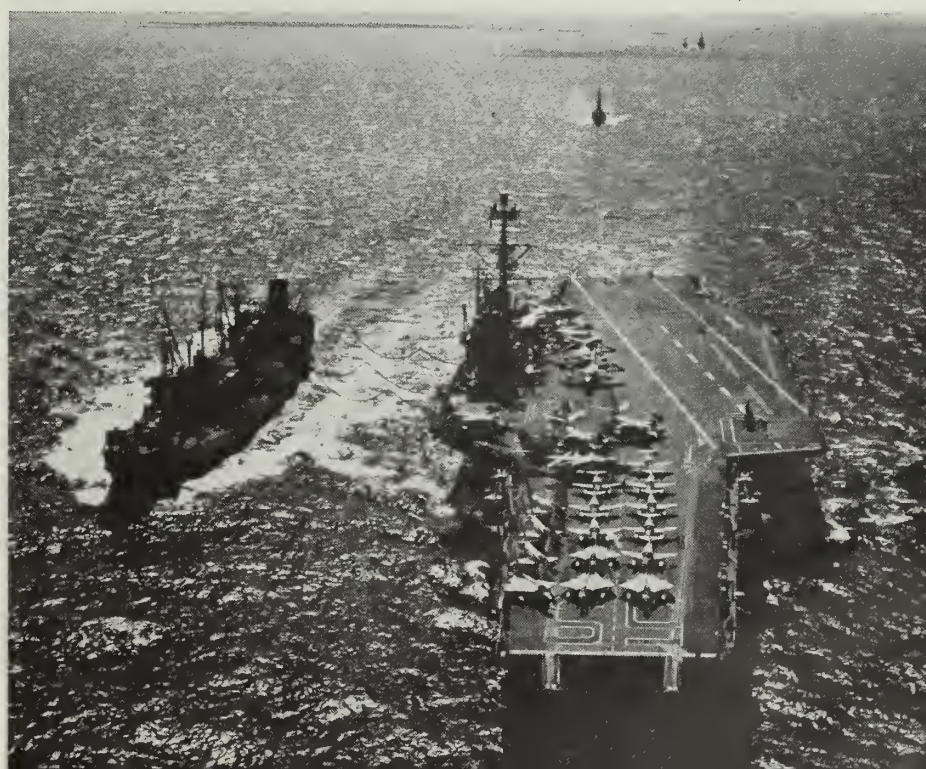
sibilities of the Fleet both as an "instrument of national policy" and under NATO can be seen in the fact that Admiral McDonald has a two-hat job — he is both COMSIXTHFLEET and COMSTRIKFOR SOUTH.

This latter title is in connection with the Sixth Fleet's operations in its NATO capacity — at which time it is known as Naval Striking and Support Forces, Southern Europe.

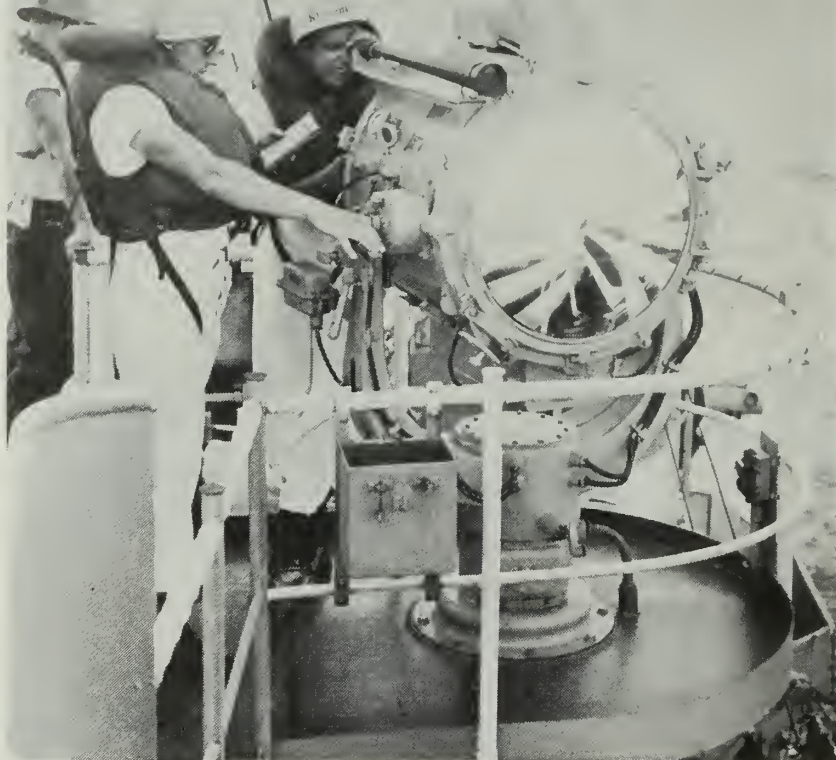
The fleet commander reports to Commander in Chief, Allied Forces, Southern Europe (CINC SOUTH), who is the NATO commander with headquarters in Naples.

COMSIXTHFLEET himself is always afloat and has a sea-based Sixth Fleet staff. However, to carry out his NATO planning responsibilities, as COMSTRIKFOR SOUTH he has a second staff based at Naples, which is ad-

**SPECIAL DELIVERY**—Service Force of Fleet enables it to stay at sea.







**BUSY MEN**—Sixth Fleet sailors have busy but interesting duty. Here, signalmen flash a message from the signal bridge during GQ.

ministered by his NATO deputy.

The life that a Navyman leads as a member of the Sixth Fleet is a busy one. The sailor assigned to the Fleet has already heard from his shipmates that it is good duty—tough at times, but interesting always.

And sooner or later practically every career Navyman can expect to find himself sailing with the Sixth Fleet. Every four to six months the composition of the Fleet changes almost completely, with ships from

the United States replacing those in the Med.

The only exception to this rotation policy among combatant ships is the heavy cruiser which is the permanent flagship of the Fleet. (Duty in the flagship customarily means two years.)

The entire Fleet, except for the flagship and several auxiliaries, is based on the east coast of the United States. It is able to sustain itself continuously at sea several thousand miles away from home

bases—a factor which accounts for its mobility and its great strategic value in an emergency. The flagship uses Villefranche, France, as home base, while some of the auxiliaries call Barcelona or Naples their home port.

**L**IFE IS FULL OF ACTION for the men from the time they pass Gibraltar at the beginning of a six-month deployment until they are relieved. Some of it is routine, and includes standard Navy drills, but the big job is to keep up the Fleet's ability to respond instantly to any kind of warfare, and to build up respect for the U. S. throughout the Mediterranean area.

Exercises are not limited to those held by the United States. There are also bilateral, trilateral and NATO maneuvers with friendly and allied navies, air forces and armies in and around the Mediterranean.

During these periods, supersonic aircraft take off from the carriers, by day and by night. Operating in a 1000-mile radius, they carry out realistic air defense and air strike exercises.

At the same time, men of the ship's engineering, navigation, gunnery, operations and administrative divisions are hard at work, keeping up with routine jobs and learning more about their duties in time of emergency. Ships are replenished on the high seas, or conduct antisubmarine maneuvers, minesweeping drills or participate in extensive amphibious assault exercises.

**DOUBLE DUTY**—TF-61 practices landing. Rt: Flagship, USS Springfield (CLG 7) readies for visit by Spaniards.



**ALL HANDS**



The Sixth Fleet is one of the U. S. Navy's two largest fleets in continuous operation on the high seas (the other is the Pacific's Seventh Fleet). In a normal year, the Fleet will make two complete swings around the Med, visiting the eastern part in the spring and fall and the western sector in summer and winter. About 50 per cent of the time is spent in training exercises. Periods in port and at sea vary generally from seven to 10 days.

**T**HE SELF-SUSTAINING qualities of the Sixth Fleet, plus its mobility, make it a potent weapon. Overseas bases are often subject to changing political winds in the host country. Obviously, bases are also vulnerable to enemy attack. The ability to operate effectively without such bases is one of the strengths of the Sixth Fleet.

Capable of delivering in a single attack more destructive power than all of that unleashed by all of the air forces combined in World War II, the Sixth Fleet can shift this potential striking force from one end of the Mediterranean to the other, without asking permission from anyone. It is a long-reaching, free-ranging force, constantly reassuring to our allies, and an inhibiting influence against a potential aggressor.

But the presence of U. S. ships in the Mediterranean is not the only influential factor about the Sixth Fleet. During their tour in the Med, some 30,000 Navymen, at sometime or another, go ashore, and every six



**WORKING TOGETHER**—Navy bandmen serenade the crew of a British destroyer as the DD conducts refueling drill with a U.S. cruiser.

months a large percentage of these 30,000 sailors in the Fleet are replaced by other Navymen, who also will be introduced to the citizens of Europe, Africa and the Near East. During the year they can be expected to go ashore at upwards of 100 ports on three continents.

How a sailor acts ashore can have a tremendous influence on the opinions of citizens of foreign countries.

The Navymen of the Sixth Fleet

have chalked up a fine record. There is a much used (and perhaps trite) expression—"good-will ambassadors"—but it applies to them.

They know the importance of People-to-People in the cold-war world, and they have earned for the Sixth Fleet two alternative titles: The "Battle-Ready Fleet," operating on behalf of the free world, and the "Friendly Fleet," made up of 30,000 U. S. sailor-ambassadors.

**FRIENDLY FLEET**—Many children along the Med have enjoyed shipboard parties. *Rt: Sailor shops in Beirut.*







COMBINED EFFORT — International team for a peaceful world goes into action at NATO Paris meeting.

# CINCSOUTH SERVES

**W**HAT ROLE does the Navy play in Europe as part of the NATO organization? The average Navyman recognizes that the U. S. Navy has a vital mission when sailing as part of the NATO command, but most of us do not quite understand when and how this occurs.

In order to get a better picture of how we function as part of an international military and naval alliance, let's take a brief look first at NATO, and then go on to that part with which the U. S. Navy is most closely associated in European waters.

The North Atlantic Treaty which created NATO was signed on 14 Apr 1949. By terms of that treaty, an armed attack against one or more of the signatory nations shall be considered an attack against them all. Today there are 15 nations joined together for mutual defense against aggression:

*Belgium, Canada, Denmark, France, West Germany, Greece, Iceland, Italy, Luxembourg, the Netherlands, Norway, Portugal, Turkey, United Kingdom and the United States* are the member nations.

No nation has lost any part of its sovereignty by joining NATO. It is not a federation, but an alliance among 15 independent nations who have agreed to make defense plans together.

**T**HE NAVY AND OTHER U. S. ARMED FORCES are in the Europe-Mid East area to insure that the mutual defenses of the North Atlantic Treaty Organization are strong and ready to resist aggression, and thus to prevent another world war.

In the NATO organization there

NATO PRACTICE—Italian motor torpedo boats hold training session and (rt.) British commandos hit beach.





are two major commands, SACEUR and SACLANT.

- **Supreme Allied Commander Atlantic** (SACLANT) is responsible for an area extending from the North Pole to the Tropic of Cancer, and from the coastal waters of North America to those of Europe and Africa (except for the Channel and waters around the British Isles, which come under an Allied Channel Command).

SACLANT is headed by a U.S. Navyman, Admiral Robert L. Denison, USN. The SACLANT headquarters are at Norfolk, Virginia, where eight nations, which are the principal contributors of naval forces and bases, are represented on the SACLANT staff. For the full story of SACLANT which has already been told in *ALL HANDS*, see the issues of October 1957 and October 1952.

- **Supreme Allied Commander Europe** (SACEUR) heads the major NATO command in Europe, stretching from the northern tip of Norway

# NATO

to the eastern corner of Turkey. SACEUR is General Lauris Norstad, USAF, whose headquarters are in Paris, known to most people as SHAPE (Supreme Headquarters, Allied Powers Europe).

**WE'LL GO INTO MORE DETAIL ON** SACEUR, since the Navy's role is a little more difficult to understand.

In Europe, the U.S. national military organization has Army, Navy and Air Force commands, all under SACEUR, with primary responsibility in designated areas. In each area a particular service has paramount interest—the Air Force in Northern Europe, the Army in Central Europe and the Navy in Southern Europe.

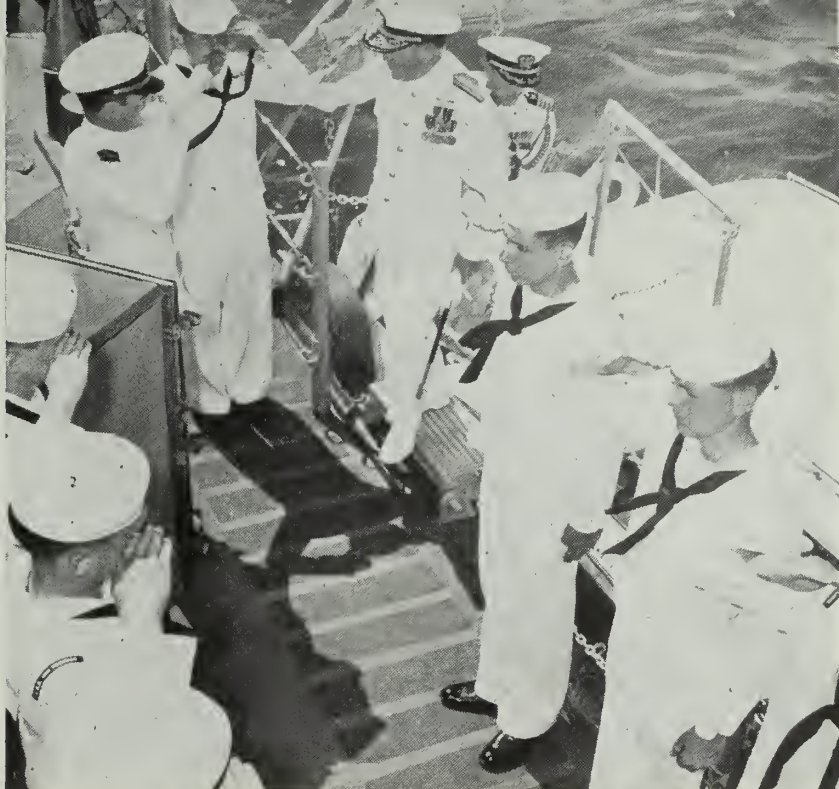
These are SACEUR's subordinate commands:

- **Northern Europe Command**, under CINCNORTH, headquarters Oslo, Norway.

- **Central Europe Command**, under CINCENT, headquarters Fontainebleau, France.

- **Southern Europe Command**, under CINCSOUTH, with headquarters at Naples, Italy.

- **Mediterranean Command**, un-



**IN COMMAND**—Admiral Charles R. Brown, USN, CINCSOUTH, who commands elements of armed forces of six nations, boards DE in Med.

der CINCAFMED, headquarters at Malta.

The Southern Europe Command is the one that U.S. Navy men in Europe are most likely to be associated with. Collectively it is known by the short term of AFSOUTH (for *Allied Forces, Southern Europe*) and it is headed by a U.S. Navyman, Admiral Charles R. Brown, USN, whose title is CINCSOUTH. He will be succeeded in 1962 by Admiral James S. Russell, USN.

CINCSOUTH commands elements of

the various armed forces of six nations: France, Greece, Italy, Turkey, the United Kingdom and the United States. The following will explain why the Navy should play such an important role in AFSOUTH, along with assigned air and land force components.

**THE AFSOUTH COMMAND** protects a critical frontier of 2000 miles along the northern borders of three Mediterranean countries, Italy, Greece and Turkey. It was initially

**STRIKFORSOUTH**—Naval Striking and Support Forces Southern Europe, made up from Sixth Fleet units, is essentially a carrier strike force.







**FINE FLAGS**—Six-nation color guard of AFSOUTH stands at attention in ceremony at Naples headquarters.

established in 1951 for the defense of Italy, but assumed the greatly broadened role with the entrance of Greece and Turkey into the NATO alliance.

The problems in defending this command evolve mainly from geography. This area is composed of long peninsulas projecting into the sea. The most likely enemy avenues of approach lead into areas which lack defensive depth. In each case the nearness of the sea to the possible combat areas makes its protection of paramount importance. Loss of allied control of the seas would permit an aggressor to isolate and conquer the separate areas in the Southern European region one by one at his leisure.

Therefore, powerful sea forces, plus strong air and land forces,

make up the three components of the Allied Forces, Southern Europe, each responsible to CINCSOUTH. Here they are:

- **STRIKFORSOUTH** — *Naval Striking and Support Forces Southern Europe* is actually made up of units of the Sixth Fleet, or the entire Fleet, if necessary. STRIKFORSOUTH is essentially a fast carrier task force with steadily increasing nuclear capability. Elements of the Fleet are available to NATO on call for training or emergency.

- AFSOUTH's land forces, operating in an area sharply divided by mountains and the sea, are confronted with great problems of communications. Primarily because of the factors of distance and terrain, the land defense of AFSOUTH is directed by two subordinate com-

mands, one for Italy and the second for Greece and Turkey.

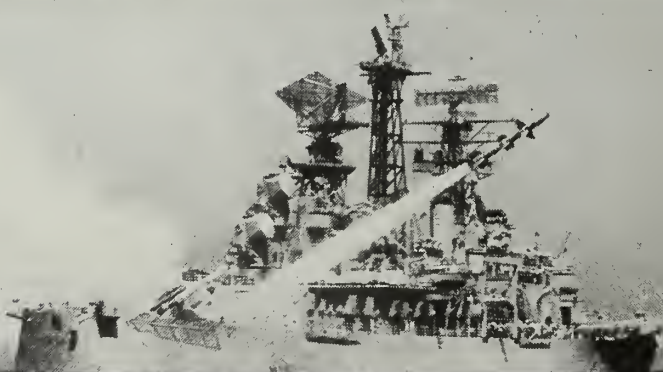
The defense of the Italian frontier is directed by the *Commander, Allied Land Forces Southern Europe* (COMLANDSOUTH), under an Italian general, with headquarters in Verona. In addition to the Italian army, a component of his NATO command consists of the Southern European Task Force (SETAF), consisting of missile equipped U. S. Army units.

The commander of AFSOUTH land forces in Greece and Turkey is a U. S. Army general, with headquarters in Izmir, Turkey. Hellenic and Turkish land forces are assigned to this command, which is known as COMLANDSOUTHEAST.

- The coordination of air operations, including a round-the-clock early warning system, over one and a quarter million square kilometers of land in AFSOUTH, is assigned to *Headquarters, Allied Air Forces Southern Europe* (AIRSOUTH) which has jet-equipped tactical units known as ATAFS (Allied Tactical Air Force). They are staffed by personnel of all six nations within AFSOUTH.

Defending the borders of South Europe is a vital NATO assignment, since this could become an unusually long and narrow front in wartime. It demands the best in teamwork among the navies, armies and air forces of AFSOUTH as a component of the NATO defense network.

**MEDITERRANEAN POWER**—USS *Little Rock* (CLG 4) lets loose with a *Talos* missile. *Little Rock's* firepower is part of the U.S. Sixth Fleet.







## Seabees in Scotland

ON THE WEST SIDE of the Firth of Clyde, among the verdant western highlands of Scotland, lies Dunoon. At this Scottish holiday resort, a 15-man drill team from U.S. Mobile Construction Battalion Four joined the annual Cowal Highland Gathering.

By special invitation from the Dunoon town council, the MCB-4 drill team flew to Scotland from Rota, Spain, where the main body of the battalion is deployed. The drill team's participation in the Highland Gathering was, reportedly, the first appearance of any U.S. Navy unit in the Gathering's 66-year history.

The Cowal Highland Gathering is one of the top competitive events held in Scotland. The two-day meet consists of track and field events; log tossing, wrestling and highland dancing competition. In addition,

there were contests in the categories of band, drumming, marching and piping.

The Navy drill team presented its military routine before an estimated audience of 8000 at the town's sports stadium. The evening's non-competitive military display consisted of six Scottish military units and the Seabee drill team that received a musical escort from the military band of the 4th/7th Royal Dragoon Guards.

*Top:* MCB-4 drill team snaps to present arms at Cowal Highland Gathering. *Top Right:* Pole vaulting was one of the events held at Dunoon, Scotland. *Right:* Scots try their skill at throwing the hammer. *Bottom Right:* Bagpipe band plays during band competition. *Bottom:* Highland dancing was an event in which the younger set competed for medals. — Dick Crum, JO3, USN.





# U. S. NAVY IN GREAT

**A** NAVYMAN receiving orders to duty in the United Kingdom will most likely find himself headed for London. However, there is also a possibility that he may be going to Londonderry in Northern Ireland. Or he may be assigned to West Malling, an air station outside of London. Other naval activities are at Holy Loch and Edzell in Scotland.

In any event, he — or you — will find duty in the British Isles very interesting. It will be different in many respects from a tour stateside, but there will be no language barrier to cope with.

Here is a brief run-down on the major naval activities you'll find in the U. K.

- **CINCUSNAVEUR** — this includes personnel attached to the staff of Commander, U. S. Naval Forces, Europe. (See page 00). Also included are a Navy Audit Office (NAVAREUADO), the European-mid-East Division of Bureau of Yards and Docks, Office of the General Counsel and a Navy Security Detachment. Other activities under CINCUSNAVEUR are:

- **COMNAVACTS, U. K.**—This is the abbreviation for Commander U. S. Naval Activities, United Kingdom.

This subordinate command maintains and operates facilities for the logistic and administrative support of the U. S. Navy elements in London and other commands in the U. K. Units under its jurisdiction in London include a Fleet Weather Facility, Naval Purchasing Office and Office of Consolidated Industrial Relations, and others outside of London.

- **COMNAVSUPPORT, London**—This is a U. S. Naval Support Activity, including medical, dental and supply departments, a commissary and Exchange.

London also has naval personnel assigned to Military Advisory Group ((MAG) or naval attache duty, an MSTs office, plus special liaison offices.

- **West Malling: Naval Air Facility (NAF)** — This station is located 35 miles from London.

- **Londonderry: Naval Communication Facility**—The NAVCOMMFAF at Londonderry, Northern Ireland, is the voice of CINCUSNAVEUR. Its job is to operate and maintain radio transmitting facilities, and to provide communication support for ships afloat and shore activities.

- **Edzell and Greenock:** Located in these cities in Scotland are small

naval support and liaison activities.

- **Holy Loch: *uss Proteus* (AS 19) and COMSUBRON 14** — The mission of this command is to provide administrative and logistic support to operating SSBNs of Submarine Squadron 14 and, through the submarine tender *uss Proteus*, to provide repair and upkeep capabilities for complete servicing of all systems embodied in the SSBN.

**M**OST NAVYMEN IN U. K. will find themselves in or near London, and most of them have heard about the London weather.

What's the weather really like? You will be surprised to know — even if you have served here — that there is considerably less rainfall in London (24 inches annually) than in New York (42 inches). However, rainfall, usually light in intensity, occurs on about half of the days in any month. This, along with other days of mist or fog and low clouds with high relative humidity, has helped to create the popular impression of excessive total rainfall. Even when it is not raining, heavy mist or fog may create the impression that it is about to rain.

As to the world-famous London fogs — these too have been somewhat exaggerated. The winter months are the foggiest, each having about 13 days with fog, but only one or two days a month have really intense fog. In the winter months too, a fog may be made heavier and darker by the presence of smoke, and there is a good chance of smog occurring.

As for the rest of the United Kingdom — the weather can be described as temperate, similar to the east coast of the U. S. — with the summers not so hot, and the winters not so cold. But it is humid — and you will need a raincoat.

**R**EGARDLESS OF WHERE you're going, there are a number of things these areas in the United Kingdom, have in common, such as housing (however, dependents are not currently authorized entry into western Europe — see opposite page.)

Housing in all areas of the United Kingdom is a problem for new arrivals. Sometimes it takes more than

**HOLY LOCH**—*USS Proteus* tends to *USS Patrick Henry*, SSB(N) 599, as sub enters Scottish port. SSB(N) is being readied for patrol.





# BRITAIN

60 days to find a flat (apartment) or house. During the first part of your stay, if you have dependents with you, you probably will be living in an expensive guest house while searching for permanent quarters. But the Navy furnishes extra living allowances for the first 60 days.

Because most flats and houses are furnished, it is advisable to store most of your furniture in the States, bringing only linen, towels, tablecloths, clothes dryer, refrigerator, radio, phonograph, and miscellaneous small appliances.

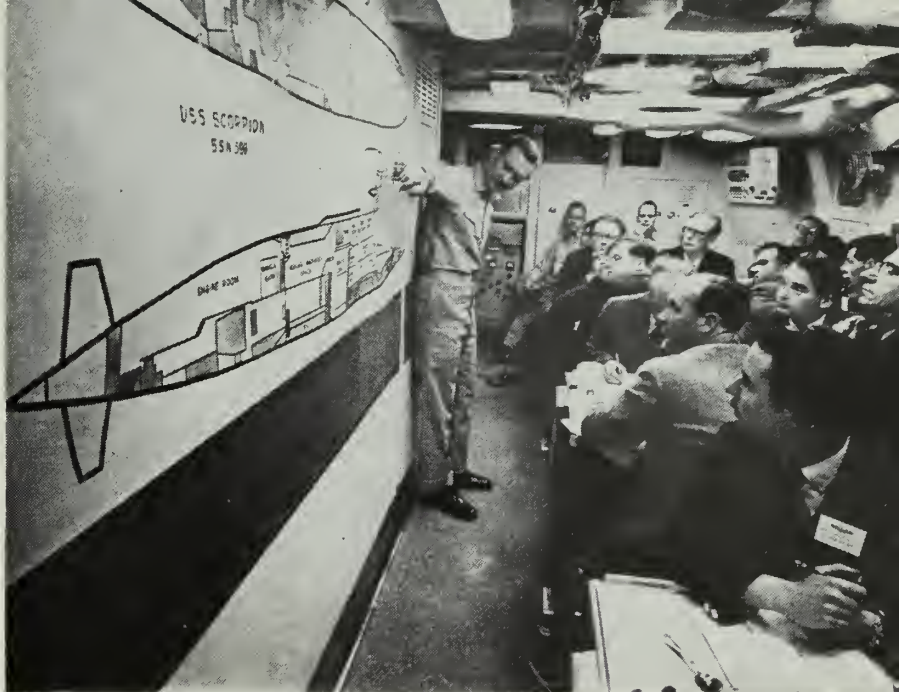
Such items as washing machines and television sets will not work satisfactorily in the United Kingdom. A minor adjustment to your phonograph will also be needed because of the difference in electrical cycles (60 U.S. vs. 50 U.K.). Because of this difference in current (U.K. operates on 220 volts instead of 110) you will need step-down transformers. These are reasonably cheap and have a long life.

The Navy maintains a housing office in London. There are also offices in Scotland and Ireland. These offices help you find permanent living accommodations. You'll discover, as a usual rule (in London), that the closer to the heart of the city the higher the rent. Most Navy families live on the outskirts of the city, paying from \$80 - \$150 a month, and leasing their furnished flats or houses for one year. Transportation to and from work is among the best in the world, and if you live about 15 miles from your office, you can get there in 40-45 minutes.

Very few houses in the United Kingdom have central heating. Most are heated with either coal, gas or electricity. Portable electric or kerosene heaters are also used.

**A**LTHOUGH THE OFFICIAL working uniform in London is Service Dress Blue Bravo, personnel are permitted and encouraged to work in civilian clothes.

Clothing purchased in the U.K., including shoes, is of the highest quality and wears for years. If you buy clothes in the United States before coming over make sure they're



**POINT OF INTEREST**—Local press get the word on USS Scorpion SS(N) 589 while she visits British waters. Newsmen toured the A-sub.

warm but not too heavy. It is also a good idea to bring a raincoat.

There are many different types of schools in the United Kingdom area — public, private, day, boarding, finishing and domestic. The schools that service families will be mainly interested in are those sponsored by the U.S. armed services.

By far the largest is one located in London and sponsored by the Air Force, located at Bushey Park, 11 miles from Grosvenor Square. The school comprises grades 1 through 12 and has dormitory facilities for students in the 9th grade and higher who are unable to commute. Students whose parents are stationed

## *Dependents' Travel to Europe Is Cancelled*

If you receive orders to Western Europe in the near future, or if you already have orders, don't expect to take your family with you. Effective 9 Oct 1961, transportation of dependents to that part of the world, with the exception of West Berlin, has been suspended until further notice.

The following countries are included in the Western Europe group: *Belgium, Denmark, France, Federal Republic of Germany, Greece, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Turkey, and the United Kingdom.*

The following steps are already being taken to accomplish this:

- Complete stoppage on 9 Oct 1961 of government-sponsored travel of dependents from points outside Western Europe to stations in Western Europe.
- No dependents were sched-

uled for transportation to Western Europe after 9 Sep 1961. Families who already held port calls or concurrent travel orders, and were scheduled to travel before 9 October, were encouraged to forego the trip.

- Concurrent travel authorizations for dependents traveling to Western Europe have been cancelled if the sponsor has not departed his last duty station.

- All sponsors and dependents affected by this suspension of travel to Western Europe will be given complete information about entitlements and procedures for transportation to selected places of residence and the movement of household goods.

Only the service chiefs or the Joint Chiefs of Staff may make exceptions to the above ruling.





**PASSING THE WORD**—British Sea Scouts learn seamanship on visit.

as far away as Scotland attend high school here.

Bushey Hall school, 16 miles from Grosvenor Square, comprises grades one through nine. Eastcote school, 12½ miles away, teaches grades one through six.

Bus service to and from school is free to all students residing in London or the immediate area. There are designated pickup and return points. Lunch costs about 40 cents, and a map of the bus routes is located in the Naval Housing Office.

The schools in the United Kingdom have a very fine reputation.

Navy men with children of school age (in England a child must attend school from his fifth birthday) should

contact the U. S. Naval Support Activity, Supply Office (MAYfair 9222, Ext. 220). General information about the U. S. armed forces-sponsored and British schools will be furnished.

**D**EPENDENTS of naval personnel stationed in London may obtain medical care at the dispensary located at 53 Grosvenor Square. There is no American in-patient service for dependents in London.

The nearest American hospital is in South Ruislip, about 15 miles from London. It is operated by the U. S. Air Force.

Some dependents prefer to obtain the service of a private physician who will also make home calls. This

is at the dependent's own expense unless the treatment is determined to come under the provisions of the Dependents Medical Care Program. Newcomers are advised to locate a physician close to their residence as the Navy does not make routine calls to private homes.

The Dental Department in London provides routine dental care to dependents within its capabilities. Because the dental staff is small and naval personnel get first call, dependents are advised to have their dental work done before their arrival in London.

**A**LL AUTOMOBILES in the United Kingdom are subject to a \$35 annual road tax. In 1962, because of a recent law, the cost will be increased to \$42. If you bring a car you will have to pay this tax after the first 90 days.

Each automobile must also have a log book or registration certificate — the latter being used for imported vehicles.

Stateside license plates are honored the first year, regardless of their expiration date in the States. Then British plates must be displayed.

British plates may be obtained through the local County Council and cost 50 shillings (\$7). They are good for the life of the car while in the U. K.

Unlimited "third party" liability insurance is mandatory in Britain. For an American car this will run nearly \$42 a year. By law, your policy is nullified if you allow an unlicensed driver to drive your car. Full coverage for a late model, medium priced American car costs about \$150 a year.

To get full information regarding licenses and insurance, automobile club representatives are available. The two major auto clubs in the U. K. are the Automobile Association (AA) and the Royal Automobile Club (RAC).

If you have an American driver's license it is valid in the U. K. Dependents, however, after driving in the U. K. one year on their American license, must obtain a British license.

Naval personnel can purchase gasoline without paying tax, but this can only be purchased at certain military installations. You will also need gasoline ration coupons which may be obtained in the London area at 7 North Audley St. If you

**NO BLARNEY**—Duty at Londonderry, Ire., is enjoyable and interesting.





have to buy gas at U.K. civilian pumps you'll pay about 70 cents a gallon.

No restrictions are imposed on the importation of privately owned vehicles into the U. K. Only one car may be imported duty free. But you can't buy a foreign car and export it back to the States free of charge. You now have to pay the shipping charge.

Here's a quick rundown on some of the other areas that a Navyman may call his next duty station.

**WEST MALLING, ENGLAND** — If you're heading for this U. S. Naval Air Facility, make sure you bring an automobile—if you have one. This station is about 35 miles from London. There is a lack of adequate bus service, and the nearest bus line is two miles away.

Rental cars are available but expensive. The least expensive costs \$25 a week, plus gasoline.

Adequate government housing is available, on station, with a total of 90 units allocated for occupancy. These units are former Royal Air Force public quarters and are much better equipped than the average civilian house or apartment that may be rented. Two- and three-bedroom units comprise the government housing. The average waiting period is estimated at two to three months for enlisted men, and five to six months for officers.

Civilian furnished flats, cottages or houses in the area may range in price from \$12 to \$50 a week. This does not include utilities (light, heat and water, which average \$11 a week).

The nearest recreation centers are in London or along the Kent coast. Maidstone, about seven miles away, has two movie houses, an indoor swimming pool and a nine-hole golf course. Hunting is limited owing to the leases which cover much of the available areas. Outdoor swimming, boating and fishing are also available along the coast.

Driving regulations are the same as those in London. The roads are diligently patrolled. Speeding and reckless driving are considered serious offenses. Except for a few modern highways, the primary roads are extremely narrow and winding, and in many instances two vehicles cannot pass. Gasoline may be obtained on station with the use of ration coupons issued to you.



**PIPE THIS**—Dagenham Girl Pipers check on things to see while in U.S.

The station has a small commissary and Navy Exchange. It also has a dispensary with a medical officer and four corpsmen. No dental facilities are available.

School children either must attend private English schools in the area (which are not accredited to American standards), or board out at Bushey Park, about 30 miles away.

**LONDONDERRY**, Northern Ireland, with its 48,000 people, is a midget in comparison to London with its eight million, but living conditions, electricity, entertainment, rules and regulations are roughly the same.

One difference, however, is that there are some quarters available on the Londonderry station (London has no government quarters). There are 30 units of married enlisted quarters and five units of married officer quarters. The units are of brick construction, and have two,

three or four bedrooms. All are comfortably furnished except for linens, dishes, cooking utensils and silverware.

All eligible personnel reporting to Londonderry who make application for housing are placed on a waiting list determined by a point system. Points are calculated on pay grade and time in rate and service.

While waiting assignment to government quarters, there are a limited number of homes available for rental in Londonderry. Very few are centrally heated, heating being accomplished through coal-fired fireplaces or oil or electric heaters in each room. Practically all are furnished except for refrigerators. There is no undue delay in obtaining local housing.

Personnel are advised not to bring items of furniture that are available in government quarters because there are no storage facilities in

**BONNIE BANKS**—Men from USS *Proteus* stroll in Dunoon, Scotland.







**FUZZY 'FEZ'**—Whitehats admire black hat of a St. James Palace guard.

Londonderry. Do not bring deep freezers — there is no space in quarters for them. If you do bring any electrical appliances make sure they are adapted to run on 110 volts-50 cycles or you will have to purchase step-down transformers after your arrival.

Household effects usually arrive about two months from date of shipment from the U. S.

Medical facilities are available on station, but all dental work must be done on the local economy.

Automobile regulations on licenses, plates and insurance are the same as those in the remainder of the United Kingdom. PX gasoline is rationed and can only be purchased at the

gas pumps aboard station. Commercial gasoline is approximately 70 cents a gallon. Roads are good, traffic light in comparison to that in the U. S., and opportunities to see beautiful Ireland are excellent.

Londonderry has a commissary and Navy Exchange on station, both fairly well stocked and serving about 60 families. There is no meat in the commissary, however. Certain regulations prohibit shipment of meat into that country, so personnel must rely on the local economy for meat purchases.

There are two tennis courts, a softball field, soccer field, archery range, outdoor basketball court, horseshoe pits and a library aboard

station. Welfare and Recreation has fishing tackle for both fresh and salt water fishing. Excellent salmon and trout fishing are available.

The station maintains rugby and basketball teams which compete regularly with local teams. Movies are shown six nights a week in the station theater at no cost to personnel. Cycling and hiking are popular forms of recreation and the station has six bicycles that can be checked out on a daily basis. An enlisted men's club is established aboard station with a television lounge, restaurant and bar facilities.

There are two fine civilian golf courses nearby as well as a number of tennis courts. There are also several beaches, and although the water is chilly, the bathing is superb. Dancing and roller skating are popular pastimes in Londonderry and the local dance halls and roller skating rink are widely patronized.

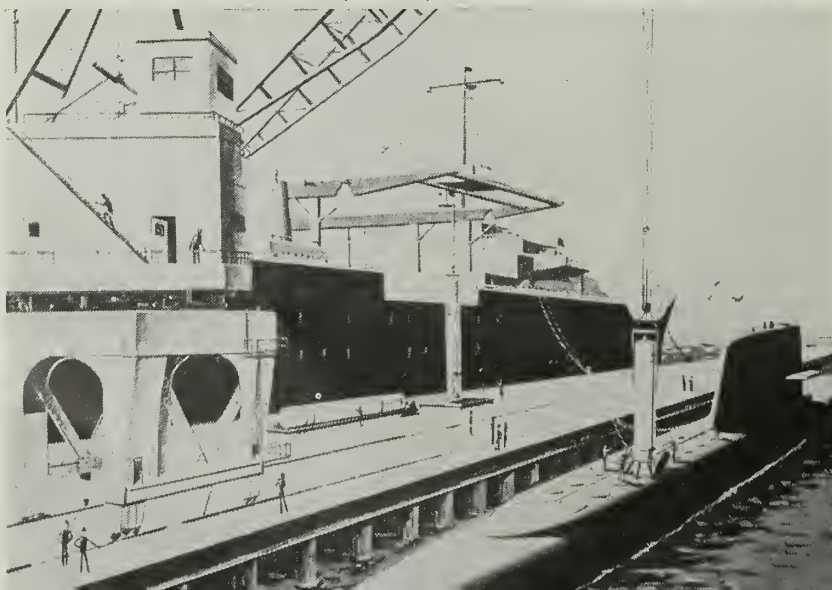
No American-sponsored schools are in this area, but children can attend several local schools. The Navy charters a city bus to transport students to a primary and junior high school. A Navy bus takes students to any one of the two girls' schools, one boys' school and one co-educational school in the area.

**HOLY LOCH** — There is no government housing in this area. It is strongly advised that military personnel precede their families when assigned to Holy Loch. Housing has no central heating and is lacking some of the amenities. There is a naval housing coordinator in the area. It is strongly advised that all personnel obtain housing through that office. There are many strange pitfalls in leasing agreements. Consultation with the housing coordinator or a solicitor (lawyer) should be made before signing any lease. Housing is expected to be available primarily in the Dunoon/Kilmun and Greenock/Gourock areas, the latter being less convenient as it involves transportation problems. It is a larger area and more housing is available.

With the well organized transportation network, automobiles are not a necessity. If automobiles are to be used, the small models are preferable, both from the standpoint of fuel consumption (gas is expensive) and accommodation to roads.

Roads vary widely in the area from large, high-speed highways to

**LOADING UP**—Artist's drawing shows concept of principle of missile transfer from USS Proteus (AS 19) to a fleet ballistic missile sub.





tortuous byways. Driving is on the left side of the roadway. Care and attentiveness are very necessary, particularly in populous areas where children, bicycles and prams may be found on the roads.

Export models of English-made automobiles may be purchased at a saving. Such automobiles may be used in the U. K. but must be shipped home or sold to another U. S. citizen. European models may be purchased, but the U. K. import duties must be paid. Under regulations, the United States government will not furnish shipping of foreign vehicles to the U. S., even on a space available basis. U. S. models may be purchased in this area through the AFEX at Prestwick Air Force Base.

Regulations for driving automobiles are standard throughout the U. K. — this goes for the Holy Loch area.

*Proteus* will have, at some future date, a playing field for baseball. Teams are being organized for soccer and rugby football which will compete with local teams. Very few gymnasiums exist in Scotland and none in the immediate area for activities such as basketball. There are no centers locally such as the USO. Club facilities do exist at Prestwick and may be used by U. S. naval personnel. Dunoon is a resort area and is quite active in the summer season. Boating is a very prevalent recreation on the Clyde.

Excellent facilities for liberty and recreation are provided for in the Clyde area of Scotland, including Dunoon, Greenock, Glasgow, and in Edinburgh.

Here there is no language barrier once one becomes accustomed to the Scot's burr.

Frequent and well run transportation networks provide easy access to all points. Glasgow is an hour away from Gourock by train and a round trip costs about \$1.50. For liberty, there is sufficient activity throughout the area, including all forms of recreational facilities from mountain climbing and tours to museums and cultural activities, to please any taste. Of particular interest are the frequent open exhibitions of highland tradition and pageantry.

One comment about customs and traditions:

The Scots people feel very strongly that Scotland is a country separate from England; so, in Scotland one does not say he is in England or that



NUMBER TEN Downing St. looks familiar to Navy men seeing London.

the local people are English. Family ties are strong and the various tartans are usually in evidence. Some wear kilts. In general, customs and conditions are not markedly obtrusive, and most Americans fall rapidly into their observance. Laws governing pubs may be a surprise as they will open late and close quite early.

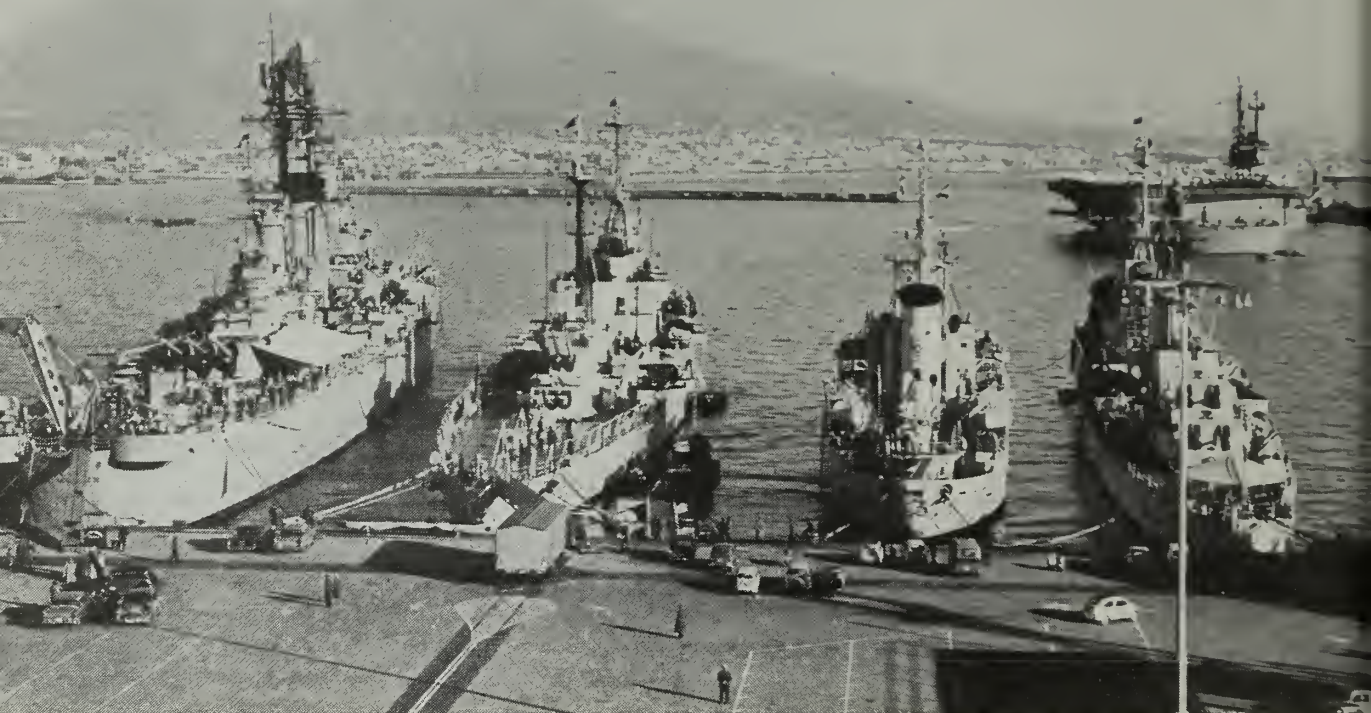
This has been a very quick over-

view of duty in the United Kingdom. There has not been the space to mention anything about the history and traditions of this great country, nor of the friendly relations between its people and our own — which is evident everywhere you go. Suffice it to say that the U. S. Navyman heading for duty in the U. K. has a great opportunity for broadening his horizons.

NOW HEAR THIS—Sailors in Dunoon find the Scot's burr interesting.







**MOUNTAIN MARKER**—Mount Vesuvius looms over harbor and U.S. and Italian ships in port at Naples.

# NAVAL ACTIVITIES IN

ITALY HAS A REPUTATION as a sunny, friendly nation. The Italian people who put out the welcome mat for the U.S. Navymen assigned to duty there have demonstrated time and again the reason for this reputation.

What is the U.S. Navy doing in Italy, and why is it there?

It's a mutual agreement. Italy is one of the members of the NATO

nations, and the Navy, along with other components of the armed forces, is in Italy to insure that the mutual defenses of the North Atlantic Treaty Organization (see page 10) are strong and ready to resist aggression.

Here is a short summary of the naval activities in Italy. You'll find that for the most part they are centered in and around Naples.

- **COMFAIRMED** — *Commander Fleet Air Mediterranean*, in Naples, is responsible for the aeronautical support of all naval aircraft in the Mediterranean area. He has a two-hat job, the other one being *Commander Naval Activities, Mediterranean* (COMNAVACTSMED).

He is also responsible for the air logistic support of the shore establishments, for the operational control of the shore-based ASW aircraft assigned, and for providing shore-based ASW and air logistic support to the naval operating forces in the Mediterranean.

COMFAIRMED breaks into three main groups: Air Logistics Groups; ASW units; and miscellaneous units.

**Air Logistics Units** — COMFAIRMED is assigned additional responsibilities as Naval Air Logistics Coordinator European Representative (NALCO-EURREP). The mechanics of this function are handled by an office located at NAF Naples. In this office, all requests for special airlifts and reports of cargo, passengers and mail on hand are matched up with the aircraft available, and special flights are directed.

**ASW Units** — These consist of one

**HEADQUARTERS** for Commander Naval Activities, Italy, is Naples.





or more air squadrons flying P2V aircraft which deploy to the Mediterranean on a rotational basis. The aircraft also engage in NATO exercises and bilateral exercises with the British, Italians, Greeks, Turks, French, Spaniards, Dutch and Norwegians. *USS Alameda County* (AVB 1), with her complement of vehicles and special equipment, is designed to activate NATO maritime airfields on short notice. Working with this ship and naval air installations, ASW aircraft can operate throughout most of the Mediterranean.

Miscellaneous units under COMFAIRMED consist of an Air Navigation Office, located at Port Lyautey, and Fleet Air Reconnaissance Squadron Two (VQ-2) based at Rota. This command is also responsible for these Reserve squadrons on two weeks' active duty training which deploy to this area.

• COMNAVACTSMED—*Commander Naval Activities Mediterranean* in Naples is responsible for coordinating, supervising and commanding the shore activities in the Mediter-

# TALY

anean area in the accomplishment of their missions and tasks. His functions are discharged through three area commanders and several miscellaneous units.

These units are: Commander U.S. Naval Activities, Spain (see page 24); Commander U.S. Naval Activities, Port Lyautey (see page 30); Commander U.S. Naval Activities, Italy; and miscellaneous units.

• COMNAVACTS ITALY—This is another dual command. The *Commander U.S. Naval Activities, Italy* exercises military command and coordination control of assigned shore activities of the U.S. Navy in Italy, and of certain other activities.

As Commanding Officer U.S. Naval Support Activities, Naples (COMNAVSUPACTS), he maintains and operates facilities for the logistic and administrative support of the U.S. elements of AFSOUTH headquarters (see page 10) and other U.S. Navy commands in the Naples area. They include the following:

*Naval Air Facility Naples* maintains and operates facilities and provides services and materials to support operations of aviation activities and units of the operating forces of



LOCAL COLOR—Navymen dine at one of the colorful spots in Naples.

the Navy and other activities and units as designated. NAF is based at Naples' Capodichino Airport. Fleet Tactical Support Squadron 24, Detachment, is also based at Capodichino. It serves the Sixth Fleet through flights to various ports in which Fleet ships are located, and by COD flights to aircraft carriers at sea.

*Naval Air Facility Sigonella*, Sicily, provides logistic support and services to land-based ASW aircraft units which are part of the NATO forces and which provide ASW support to the Sixth Fleet. A squadron of P2V *Neptunes* is continuously deployed at Sigonella on a rotational basis. To accomplish its mission, Sigonella provides supply, maintenance and electronic repair facilities to serve the deployed units. A GCA unit, fuel farm, communications center and operations department are also maintained at the airfield.

Also under COMNAVACTS Italy are: *Naval Support Activity, Nice, France*, which takes care of Sixth Fleet ships homeported there; *United States Sending State Office (USSSO)* for Italy, Rome, which handles claims and legal problems arising under the Status of Forces Agree-

ment with Italy; and *Preventative Medicine Unit No. 7*.

A *Military Sea Transportation Service Mediterranean Sub Area* office is also located in Naples.

• NATO Components — Here is a list of the NATO activities with which the Navy is most concerned

ON THE JOB—Navy personnel of COMNAVACTSMED make plans for inspection of its commands.







**KEEPING UP**—Navy men attend free evening classes in Italian. *Rt:* Disaster drill is held by Naples Navy men.

(see page 10). They are all headquartered in Naples:

*Allied Forces Southern Europe* (AFSOUTH); *Allied Air Forces Southern Europe* (AIRSOUTH); *Naval Striking and Support Forces Southern Europe* (STRIKFORSSOUTH); and *Commander Central Mediterranean* (COMMEDCENT).

**A**S FAR AS THE NAVYMAN is generally concerned, duty in Italy means duty in Naples. Sailors stationed here, or with the Sixth Fleet, have visited all the major ports and cities of the country, but they have a particularly soft spot in their hearts for Napoli.

As a matter of fact, U.S. forces have been based in Naples since the port was first liberated back in 1943. It is one of the world's most attractive ports, as well as the chief city of southern Italy. It has a population of a million and a half.

The city of Naples itself rises from the sea, in two sections. The eastern section contains the industrial and commercial areas, while the top residential districts are found in the western part. The hills of Naples will remind you of San Francisco. Behind the Bay of Naples, with its long curving shore, is Mt. Vesuvius.

It is beautiful and historic country. In fact, the history of Naples is said to date back 3000 years.

Since many Navy men get assigned to duty at this location, here's a brief summary of what you can expect.

**H**OUSING FOR THE NAVY FAMILY is a problem (as always) but less than you might think. There is no government housing available, and in order to obtain private housing, Navy men with dependents must use the Naples Housing Office which carries a list of suitable quarters.

(As previously stated, western Europe is temporarily closed to families of servicemen — see page 15.)

Within the confines of Naples proper, private residences are generally of the apartment type with several families living in the same building. On the outskirts, individual two-story or single-story houses are available, but in these areas there is usually a shortage of water in summer.

Personnel with children of school age are advised to acquaint themselves with the Navy School bus routes before selecting their quarters.

Location has a great bearing on rental price. Current rentals range from \$40 a month for a three-room unfurnished apartment on the outskirts to \$200 for a six- to seven-room unfurnished apartment in the best located, most fashionable area. A typical apartment for an American family with two or three children — one located in a new and centrally located part of the city — would probably range from \$80 to \$110 a month, exclusive of utilities, which probably would be just under \$20 a month.

An unfurnished apartment in Naples is literally just that. Stoves and refrigerators are not furnished. Almost all electrical appliances used in the States should be brought along. Transformers will be needed but can be purchased locally. American TV sets need minor modification to bring in the sound portion of the broadcast, and phonographs will also need minor alteration. Your TV set will be subject to an annual tax of \$22.

Furnished quarters cost approximately \$20-\$30 more a month and

**THREE R'S**—Forrest Sherman school at Naples is one of Navy's biggest.







ROMAN HOLIDAY—Salty tourists see Roman ruins. Rt: The wonders of Venice are visited by Navymen.

still lack many items to which you are accustomed. Moreover, furnished quarters are not nearly so plentiful as unfurnished quarters.

Berthing and messing facilities are provided for enlisted personnel without dependents on station.

**M**EDICAL AND DENTAL facilities are available in Naples. The Navy's largest dependents school, Forrest Sherman, (see page 42) is located opposite the Station Hospital. It houses the greater portion of the elementary school (grades two to six) and the junior-senior high school (grades seven to 12). First graders take their schooling in eight rooms of a new building located close to Navy headquarters.

There are a number of private kindergartens in the area. Generally, these are operated by wives of servicemen, some on a cooperative basis, but all at a relatively low price.

Shops and department stores carry a diversified stock of consumer items, but in most cases one cannot expect to find his favorite stateside brands. In smaller shops, bargaining is the accepted method of doing business.

Navymen and their families will find their "focal point" for shopping to be the large, two-story building in Naples which houses the Commissary Store and Exchange.

Recreational programs, activities and facilities such as craft shops, libraries, service clubs, sports centers and tours are available. In addition, there are many civilian health resorts, sports centers and hunting and fishing opportunities available. Naples, of course, has an excellent music program the year around,

including opera, symphonies and concerts by distinguished artists.

The following clubs are located in Naples: Commissioned Officers Mess (Open), Chief Petty Officers Mess, Bluebird Enlisted Men's Club, Flamingo Allied Enlisted Men's Club, a USO club and a Seaman's club.

**M**EMBERS OF A NAVYMAN'S FAMILY require a passport. In addition, Italy requires a permit called a "Foreign Sojourner's Permit," for persons *other than* tourists and military personnel under orders if they are in Italy for visits of more than 90 days' duration. Dependents of Navymen are in this category and must obtain additional permission to live in Italy.

Application forms and assistance in preparing the "Foreign Sojourners Permit" can be obtained from the Legal Officer in NavSuppAct, or from the Provost Marshal.

**I**F YOU BRING your automobile to Naples, the Italian Road Tax (based on horsepower) is applicable if the car is registered in your dependent's name instead of yours. But if the car is registered in the Navymen's name and a legal bill of sale or title shows that the car is actually owned by the Navymen, savings of up to \$125 may be made through use of military registration and military-issued license plates.

Your stateside driver's license will not be valid for driving in Italy. Instead, you must have a "U.S. Forces in Italy Motor Vehicle Operators License." Before you will be issued this license, however, you must pass a written examination based on a pamphlet entitled "Drivers Manual for Naples, Italy." Additionally, to receive this license, you must possess a valid stateside license. There is no local requirement for either license to be renewed periodically.

PLACE IN THE SUN—Destroyers and sub moor together in Genoa.







IN PORT—USS Rankin (AKA 103) rests at Malaga, Spain, as crew enjoys liberty with a Spanish flavor.

## DUTY IN SPAIN

ONE OF THE LARGEST U.S. naval activities in Europe, from the standpoint of acreage, is located in Spain. Located on a six-thousand-acre modern naval installation in this ancient maritime nation is the U.S. Naval Base, Rota, home of COMNAVACTS Spain.

The main mission of the Rota base is in support of U.S. ships and aircraft operating in the Eastern Atlantic and the Mediterranean. This includes material assistance, such as supplying fuel, ammunition and replacement carrier-type aircraft.

Rota links Spain's and Europe's great past with the present. For example, it is situated about ten miles across Cadiz Bay from the oldest organized city in Europe — Cadiz — whose history goes back more than 2000 years before Christ. Forty miles up the coast is the tiny port of Palos, from which Columbus sailed for the Indies in 1492.

One of the unusual features of the present-day harbor of Rota is a group of massive concrete tetrapods

— which look like gigantic children's jacks — aligned in rows to serve as breakwaters. They weigh as much as twenty-five tons, and they have proved to be very effective.

Spain has an important role in the defense network of western Europe and the free world. In addition to the huge Rota naval complex, this includes three U.S. Air Force bases and several U.S. Navy and Air Force support installations.

Navymen assigned to duty in Spain may find themselves headed for one of the following locations.

- *El Ferrol.* Here is located a naval fuel annex which has a stor-

age capacity of several million barrels.

- *Cartagena.* This includes a naval magazine and fuel annex under COMNAVACTS Cartagena.

- *Barcelona.* A small detachment of naval personnel is located at NAVSUPACTS Barcelona to support Sixth Fleet ships home-ported there.

- *Rota.* In addition to being the headquarters of Commander, Naval Activities Spain, the installation includes a Marine Barracks, naval fuel depot, a naval magazine, and a naval station composed of the harbor complex and airfield. At the present time, Rota is home-base for two Navy patrol-bomber squadrons.

ROTA NAVAL BASE is a joint Spanish-American installation. Commandant of the Base is a Spanish navy flag Officer. The senior U.S. Navy officer is a Captain, responsible for American activities.

The Rota naval complex, built at a cost of about \$110 million, is virtually self-sufficient, producing its own electricity and heat, but utiliz-







**ROTA BUSINESS**—American tanker pumps gasoline into petroleum pier at U.S. Naval Base, Rota.

ing Spanish facilities for fresh water and telephone service. The bulk of all foodstuffs consumed by U.S. personnel at Rota is delivered by sea from the United States.

On-base housing for married personnel is a 496-unit community. Quarters for both officers and enlisted men consist of two- and three-bedroom duplexes of modern American design. (However, the recent SecDef directive has cancelled further travel of dependents to Spain for the time being — see page 15.)

Off-base housing in the immediate area is limited. Many of the available houses are old and in need of repair, although there are a few recently constructed buildings in Rota and nearby cities.

Because this area for many years has been mainly a farming and summer resort area, the available homes are mostly of the large villa type or the smaller beach residence. For apartments, one has to go to Jerez de la Frontera (15 miles) or to Cadiz (about a 45-minute drive). Rent for off-base housing varies considerably, from \$65 to \$200 monthly, according to locality and type.

A Navy commissary, Exchange, gasoline station and laundry help contribute to Rota's community life. The commissary carries adequate stocks of meats, canned goods (including baby foods), dairy products, staples and frozen foods, as well as fresh fruits and vegetables in season.

The Navy Exchange contains a retail store and provides laundry, dry cleaning, cobbler, barber and restaurant service. A beauty salon is also available. Religious life is centered in a large modern chapel which is served by both Catholic and Protestant chaplains.

Education for grades 1-12 is pro-

vided for dependent children at the David Glasgow Farragut School located in the base housing area. The school, modern in design, has 40 rooms and a 750-student capacity. A kindergarten is in operation on a tuition basis.

The school is staffed with highly qualified American teachers and equipped with the latest educational materials. The high school is fully accredited in the United States. Farragut graduates are eligible for entry into any U.S. college or university.

**C**ARTAGENA — U.S. naval activities in Cartagena (located about halfway up the Spanish Mediterranean

coast) include the naval magazine and naval fuel annex which are located on the outskirts of Cartagena.

The magazine, about three miles east of the city, is staffed with approximately 100 officers and men. It is virtually self-supporting. Included in its facilities are government housing, dependents' school grades 1 through 8 (high school available through correspondence courses), theatre, gymnasium, swimming pool, commissary and Exchange. Gasoline may be obtained with the use of coupons (this applies for all members of U.S. forces at this and other locations in Spain).

**FOOT WORK**—Huge tetrapods used for sea wall at the Naval activity at Rota, have become symbolic of base and the Navy in Spain.







AROUND ROTA—CPOs from Rota treat Spanish children to bullfight. Rf: Spanish sailors form honor guard.

Electricity in government housing is suitable for American appliances, but transformers are needed for civilian housing. Off-base housing is plentiful and cheap, but this type of housing usually comes without or with inadequate central heat or refrigerator and includes a poor type of coal stove.

The fuel annex, located on the western part of the harbor, has a capacity of some five million barrels. It is served by the magazine support activities, and its personnel, 30 in number, live in the same housing development as magazine personnel.

Naval personnel with a billet in Cartagena who expect to find themselves in gay, continental, debonair

Europe will be surprised. Cartagena is a small, quiet town. On the Mediterranean coast, about 180 miles south of Valencia, it was founded in the third century by the Carthaginians who gave it its name.

The present population is about 120,000. Despite its size and background, Cartagena is very much a provincial town — the Cartaginians insist their city is among the most conservative in Spain.

The city boasts a deep natural harbor surrounded by high, rocky hills. Because of these natural features it has long been an important Spanish naval base. The base, some fishing, several smelters and some agriculture support the city.

The nearby Mediterranean cities offer wonderful opportunities for swimming, boating, and skin diving. The deserted fortresses in this area are interesting to explore and photograph.

**E**L FERROL — U.S. naval facilities are located at another important Spanish naval base, El Ferrol, on a deep, fiord-like natural harbor in the northwest corner of Spain. The city, with a population of 80,000, is historically of some importance — much of the great Armada which sailed against England was built in her shipyards. At one time the harbor was considered impregnable and the best-defended in the world.

The climate, in this part of Spain, is similar to that found along the coasts of Oregon and Maine. The city itself is interesting, neat and agreeable. It has a shopping district of adequate size.

The only U. S. military activity in this area is the naval fuel annex which has a storage capacity of about six million barrels. The fuel annex, entirely self supporting, is operated by only a few Navymen and civilians who live entirely off the local economy. There are no dependent facilities. Contact with Madrid, which is an 18-hour train ride away, is infrequent.

The U.S. Navy is in Spain, as in other countries, at the invitation of the government. The U. S. Navyman on duty at any of the locations mentioned will recognize that he is a guest and act accordingly. The Spanish people are members of a maritime nation which has a long and distinguished history and have a soft spot in their hearts for a seafaring man. You'll like this duty.

**HELLO THERE**—USS *Springfield* (CLG 7), flagship of Sixth Fleet, stops for a visit at Malaga, Spain, as enthusiastic Spaniards crowd the pier.





# NavCommU Asmara Means Unique Duty

ONE OF THE MOST UNUSUAL duty stations for a Navyman is located on the east coast of Central Africa, in the city of Asmara, Eritrea. Here is a naval communications facility, which has the job of providing the command link to U. S. operating forces in that part of the world.

Founded in 1942, NAVCOMMU Asmara is located on Kagnew Station, a U. S. Army post. The station is supplied by planes from the U. S. Air Force Base at Dharam, Saudi Arabia, and by ships mooring in the Red Sea port of Massawa.

One of the collateral jobs of personnel assigned here is to assist naval ships calling at Massawa in procuring provisions, transportation and port facilities.

Eritrea is a former Italian colony, now federated under the Ethiopian crown. Asmara, its capital, located 7600 feet above sea level, enjoys an unexpectedly pleasant climate. The average daily temperature is 62 degrees, ranging from about 50 degrees to 74. The highest recorded temperature was 87.8 in the month of April. There are no sandstorms in that part of the world.

Among the features of the station are a theatre, gymnasium, bowling alleys, a dependents' school, grades 1 through 12, and a church. Asmara has a British kindergarten and primary school, and a complete Catholic-sponsored school activity.

The U. S. Army operates a TV and radio station, a hospital with three medical and two dental officers, a well stocked commissary and PX, and a laundry and dry cleaning plant.

There is also an Officers Club, Top Five Club (E5 and up), Oasis Club (below E5), and a Service Center for single men. Those who like to play golf can take advantage of a nine-hole course nearby. There are also a swimming pool, tennis courts, horseback riding facilities, and an automobile and woodworking shop.

Air mail takes about four days to reach its destination in the United States.

There are no American banking facilities in the area. Checks written against CONUS banks can be cashed on the post, and retention of both savings and checking ac-

counts in the States is recommended.

Government quarters are limited. Only the Officer-in-Charge, E9s and E8s will have any assurance of moving into quarters at an early date. There is a waiting period of one year for all others. Personnel below E5 are not normally permitted to bring families to Asmara because of limited off-base housing. Approval for concurrent travel for all ratings rests with the post commander.

Few off-the-base houses are furnished so it is recommended personnel bring as much of their furniture as possible. Household effects take two-four months for delivery. A limited amount of Army Quartermaster furniture is usually available on a temporary basis while effects are in shipment.

While awaiting housing, most families live in one of the two hotels in the area. While living there, personnel are allowed a temporary lodging allowance (\$13 a day for men with one dependent; \$19.50 for those with more than one).

Government quarters on station are furnished by the Quartermaster. These houses are furnished but freezers are not included. Since the station operates on 115 volts 60-cycle, any U. S. appliance will work

satisfactorily, if in good condition.

During the 1959-60 season Navy families found quarters off base within 45 days after arrival. Rent varies from \$40-\$100 a month plus utilities. Electric rates are high off station, running about \$35 a month for most families. Since local power is 135-220 volts, 50 cycle, step-down transformers are necessary for American appliances.

Men will need a full seabag. Uniform for officers is working khaki, blues, whites and dress khaki. Enlisted men may wear whites or blues on watch, and dungarees are worn by maintenance personnel, along with the blue working jacket.

There is a limited amount of small stores available. Civilian clothes are recommended to be worn off station.

Automobiles may be shipped, allowing six weeks for delivery. Gasoline is sold through the Exchange. All cars arriving must pass a safety check and be registered with the Station Provost Marshal. American-type license plates are available on the base, and third party insurance costs about \$25-\$30 a year.

All in all, Asmara may not be considered the most choice duty, but the Navyman assigned there will find it "different" and "interesting."

**LAND CRUISERS**—Navy men turn their cameras toward familiar sight in Africa and the Middle East. Camels are called 'ships of the desert.'







a visible proof that this country is ready to give aid if need be.

COMIDEASTFOR, usually made up of one seaplane tender as a flagship plus three or four destroyer-type ships, has a sizable area of responsibility. It extends from Ethiopia to Burma, and from the Equator north to include the countries facing the Red Sea, Persian Gulf, Arabian Sea, Indian Ocean and the Bay of Bengal.

This is the mission of the Middle East Force. It will:

- Conduct operations in support of U. S. objectives and protect U. S. interests.
- Support other U. S. allied or friendly commands as directed.
- Act as the Search and Rescue Commander in the assigned area of responsibility.

bassies — is a U. S. Air Force Base at Dhahran, Saudi Arabia. At Bahrain the COMIDEASTFOR staff uses Royal Navy and Air Force facilities that have been made available as a matter of courtesy.

The COMIDEASTFOR area is subordinate to Commander in Chief, U. S. Naval Forces, Eastern Atlantic and the Mediterranean (CINCLANT). Normally, ships of MIDEASTFOR are engaged in routine patrols between ports in the area. Occasionally they carry out joint exercises with foreign navies.

The tour of duty for the flagship is four months. It takes two months for a ship to travel to and from Norfolk, Va., making its stay away from the United States six months. The destroyers are only in the area one month, shuttling back and forth

## MIDDLE EAST FORCE

THE EXOTIC LANDS and the mysterious seas of the Arabian Nights are included in the operating locale of the U. S. Navy's Middle East Force. Sheikdoms, carpeted tents, rainless deserts, camel caravans, Moslems and Buddhists — these and the people of a dozen different ancient nations will be seen by the Navy men on station with COMIDEASTFOR.

In that sensitive area of the world, the function of the Middle East Force has been to serve as a stabilizing influence. MIDEASTFOR is a symbol of the protective efforts of the United States on behalf of the weaker countries of the Middle East and

• Maintain liaison with allied forces, United States Foreign Service officers and other U. S. government agencies.

• Exercise naval control of U. S. shipping functions as Operational Control Authority.

• Create and exchange good will with the people of countries within the area in order to support the national policies of the United States.

COMIDEASTFOR usually operates out of Bahrain, an independent sheikdom under British protection. The only other U. S. activity in the area — with the exception of U. S. em-

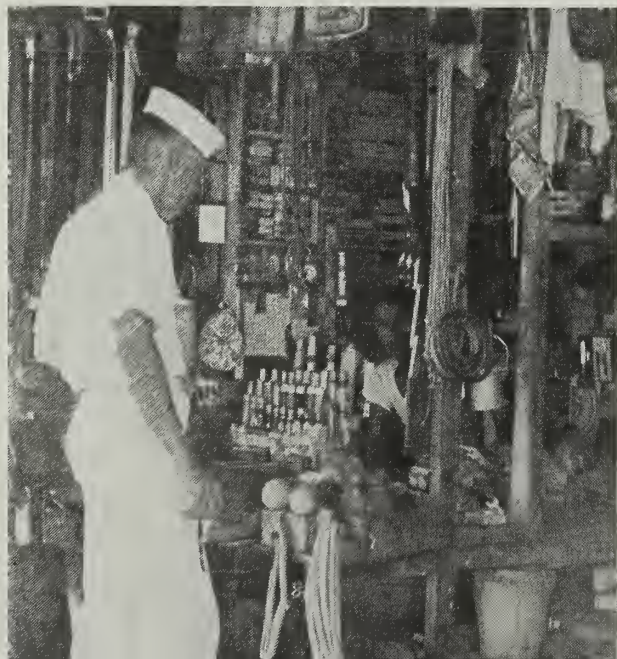
from the Sixth Fleet. Small ships, like those assigned, are more desirable in the Persian Gulf because only shallow-draft ships are able to navigate the small harbors.

Also assigned to COMIDEASTFOR is a utility aircraft R4D which is used for carrying mail, small freight, and on certain occasions, airlifting personnel.

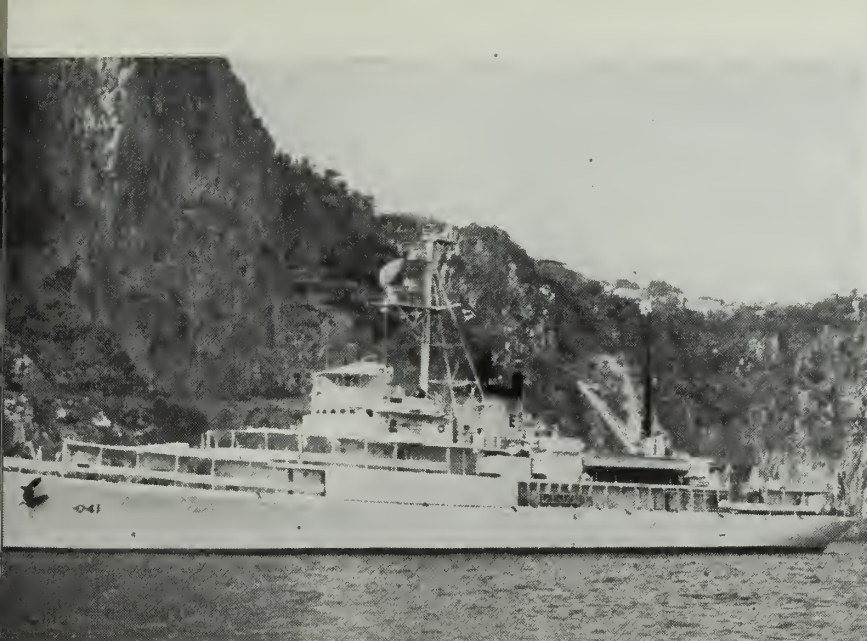
In his role as naval officer-diplomat, COMIDEASTFOR must make many official calls on civil officers and rulers in the cities he visits. The rulers also make return visits to U. S. Navy ships.

Bahrain, largest of the Bahrain

FAR AWAY PLACES—Middle East ports are great for souvenirs. Top: USS Duxbury Bay (AVP 38) ends a tour.







**COOL COLOR**—USS *Greenwich Bay* (AVP 41) is current flagship for Commander Middle East Force. **Rt:** Moslem mosques are familiar sights.

Islands and home base for the Middle East Force, is located in the Persian Gulf and is ruled by a sheik. The island's principal source of income is oil.

The climate in Bahrein is moderate from December to March with cool nights, clear skies and occasional rain. April, May, June, November and parts of October are also pleasant, but July, August and much of September are hot, making air conditioning essential. During these months the temperature often reaches 115-120 degrees.

(During the summer of 1960, the small seaplane tender *uss Greenwich Bay* (AVP 41) recorded a sea water temperature of 104° F., and an outside temperature in the sun of 122° F. Some time before this, *uss*

*Zellars* (DD 777), also operating in the MIDEASTFOR, recorded a sea water temperature of 130° F.)

Enlisted personnel attached to the staff of COMIDEASTFOR are not authorized to bring dependents to the area because of lack of suitable housing accommodations. There are presently only nine officers' families living in Bahrein.

High expenses, short tours of duty, difficulty in setting up housing in a strange environment, and the heat—all contribute to making life undesirable for dependents, but for the Navyman who is interested in visiting places that most travelers never get to see, duty with the Middle East Force is a unique experience—one that he may not always enjoy, but one he will always remember.

**BIG TOP**—Navy men sit in desert tent as guests for tribal banquet.



**HOT TEMPERATURE** of Middle East area calls for special uniform for men and white skin for flagship.







IN TOWN—Navy men shop for some souvenirs in Port Lyautey.

servants lending a hand to bring the supplies as quickly as possible.

Serious flooding of the Rharb Valley area shortly afterwards required helicopter lifts and more food drops. A devastating fire raged for hours on a farm adjacent to Sidi Yahia Naval Communications facilities until brought under control by Navy firefighters. Even Navy Scuba divers were called to the rescue when an automobile veered off the highway and plunged into the swollen rivers of the Sidi Kacem tributary.

The assistance rendered was not limited to times of emergency or disaster. Valuable aid was given in the cultural areas with the Navy wives teaching English voluntarily at the Takodoum school in the Medina of Kenitra. The classes of instruction included beginners, intermediate and advanced, totaling 95 students. The U. S. ambassador to Morocco

## PORT LYAUTEY: DUTY IN

**S**ITUATED ON THE ATLANTIC shoulder of North Africa is Morocco, a nation of sharp contrasts — sweeping beaches, fertile plains, high mountains and arid deserts. Most of its people are Moslems, and its customs are sometimes strange and usually fascinating to the American visitor.

To the Navyman, Morocco means Port Lyautey, for in this port and nearby Kenitra, a city of some 70,000 people, the U. S. Navy is the biggest activity. The naval complex located here includes a Naval Air Station, a Naval Ordnance Activity, a Fleet Weather Central, a Naval Communications Facility, Naval Overseas Air Cargo Terminal and various other activities, totaling a dozen or more naval commands.

The Port Lyautey complex comes under Commander U. S. Naval Activities (COMNAVACTS) who exercises military command and coordination control of the various U. S. naval activities.

The naval air station furnishes logistic support, including maintenance facilities to tenant activities and serves as a secondary supply stock

point for the Sixth Fleet.

The site of one of the original American landings in North Africa in 1942, Port Lyautey has long been known to the U. S. Navyman, and the Navy installations built there, with the cooperation of the Moroccan government, represent an investment in the millions.

**R**ELATIONS BETWEEN the United States and Morocco are friendly. There is good reason for this, because many valuable "assists" have been rendered to the Moroccan people over the years by the Navyman and their families stationed there.

Take as an example the record of the past year, commencing with the assistance offered immediately following the Agadir earthquake (see ALL HANDS, June, 1960, p. 16). At that time, ships, planes, Navyman, Waves, Seabees and personnel of the other armed services rushed aid and rescued victims buried in the rubble left by the earthquake. Tons of food and clothing were sent to the stricken from all parts of the United States, with Naval Air Re-

congratulated the teachers for their outstanding work, stating that "these efforts show our Moroccan hosts the generous spirit that is America."

**E**ducational assistance was performed on a large scale when the Navy Base contributed 12 completely renovated quonset huts to the Pasha (governor) of Kenitra. These were hauled and placed on cement block foundations in a pre-selected area in the Medina. The plot was then fenced in and the Pasha had a new school program. Moroccan teachers were immediately provided and when school opened last October the naval base had provided facilities for 1000 Moroccan children to enter school, who would normally have had to wait another two or three years.

Continuing the program started three years ago, the naval base schools once again taught 12 Moroccan students. Graduation this year saw young Hammadi Mansour, a former Kenitra orphan, step to the podium to receive his diploma from the hands of the American ambassador. Mansour was accepted (un-



der Public Law 402) for university training in the United States. Many other Moroccan students will follow his path.

Another phase of cultural participation was the erection of two renovated quonset huts in Kenitra to provide library facilities. This has proved to be a very popular project and the library has attracted many thousands of Moroccans during the past year. Movies have been shown in Arabic every Friday night and the library has been filled to overflowing on these movie nights. English language classes were held twice a week at the library this past year.

These examples and many other incidents of similar nature explain why U. S. NAVACTS, Port Lyautey, was chosen to receive the George Washington Medal of the Freedoms Foundation this year. It was the only overseas naval command to receive such an award, granted for its "outstanding achievement in bringing about a better understanding of the American way of life."

At the same time came a letter from the Chief of Naval Operations.

## AFRICA

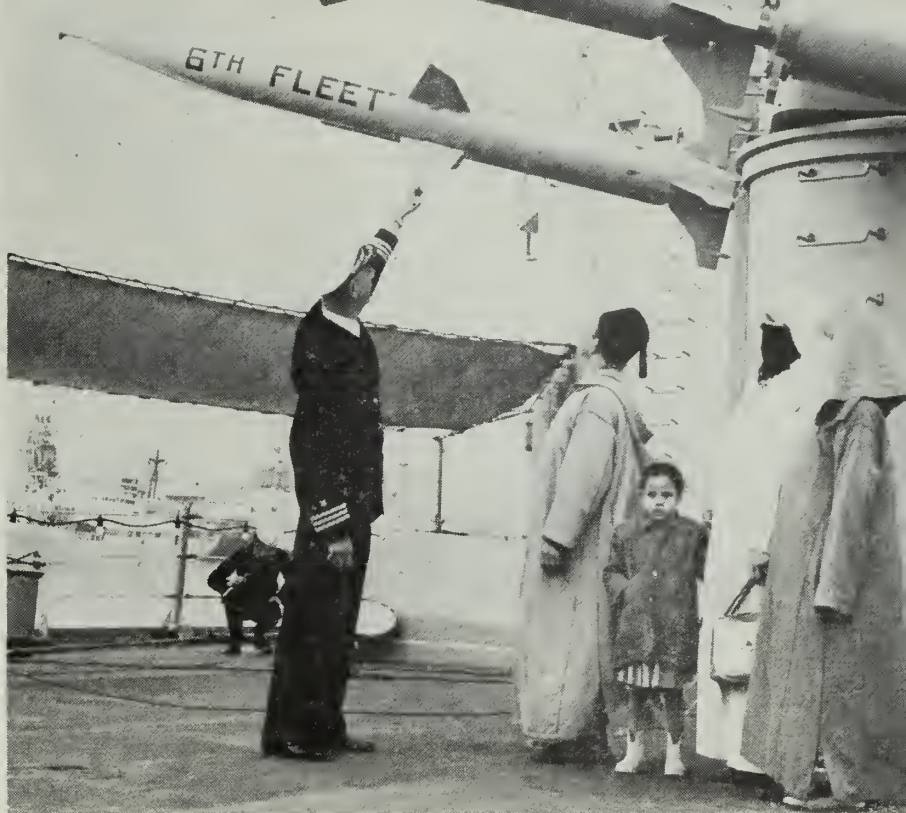
"This award," he said, "symbolized all the things personnel of Port Lyautey have done both individually and in concert to express our nation's philosophy of respect and concern for the dignity of the individual."

**I**F YOUR NEXT DUTY STATION is U. S. NAVACTS, Port Lyautey, here's what you can expect.

Unless base housing is provided immediately upon arrival at Port Lyautey, which in many cases it is, you and your family will usually live in a hotel in Kenitra, drawing temporary lodging allowance up to a maximum of 60 days.

Homes available in Kenitra consist of the apartment or private villa type, of tropical concrete construction. These homes are usually cold and damp in winter and the heating system must be augmented with kerosene heaters. Rents, although a little high, are considered favorable, with apartments in the \$50-\$70 a month price range, depending on the number of rooms, style and location.

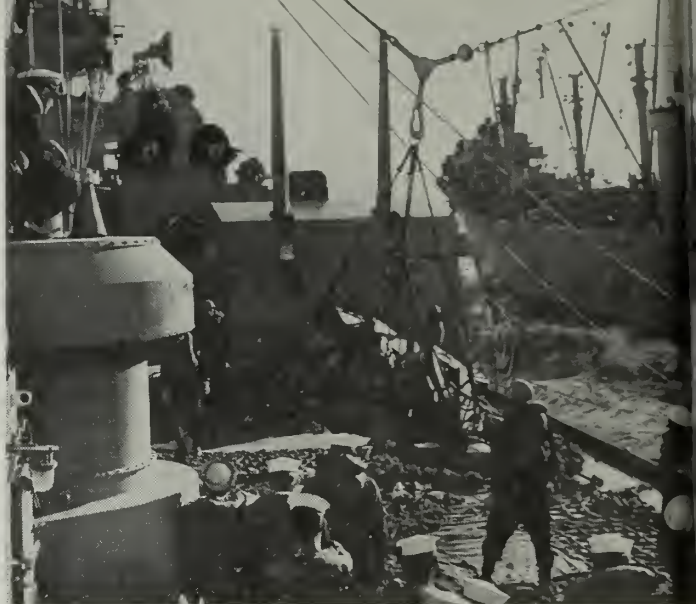
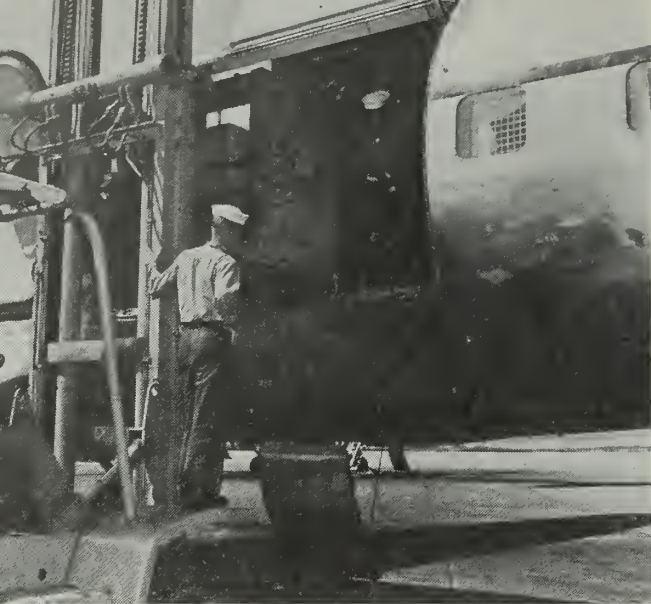
Living conditions in Morocco are considered both favorable and eco-



NAVY AT LYAUTEY—Moroccans in local dress visit missile cruiser.  
Below: NAS Port Lyautey furnishes logistic support to Sixth Fleet.







ON ITS WAY—Naval Overseas Air Cargo Terminal at Port Lyautey receives cargo flights for Med ships.

nomical. Morocco has a climate which is very pleasant most of the year. (Sandy winds, however, occasionally blow from the Sahara during the months of May to October, and can be very irritating to the newcomer.)

The Moroccans as a rule are friendly and mind their own business, and you and your family come and go as you please.

Shopping is always interesting and Morocco provides much for the visitor in the form of rugs, wood and metal products, paintings and leath-

er. (Local residents say "the world's money travels in Moroccan leather wallets.")

Also for the personnel stationed in Port Lyautey there is a shopping center on the station which contains a retail store, ladies' shop, children's shop, camera shop, supermarket, beauty salon, newsstand and record shop.

ONE MAY NEVER RUN SHORT of recreation in Port Lyautey. Special Services operates the following facilities:

Bowling alleys, golf course and club house, gymnasium, handball and tennis courts, swimming pool, roller skating rink, miniature golf course, hunting and fishing, skeet range, golf driving range, riding, ham radio station and hobby shop.

Also on the base is a Red Cross center and a library with a wide range of reading material, plus three movie houses which show films nightly.

The Chief Petty Officers Club features dancing, movies and bingo. The modern EM club offers dancing nightly to a new band each week, bingo every Friday night, and soft and mixed drinks and home-style meals Tuesday through Sunday. The Officers Club, housed in the Senior BOQ, is comprised of a reading room, coffee lounge, bars and dining and dancing area.

Full medical and dental facilities are available. Routine immunization for dependents is given Monday through Friday.

There are three schools located on station. They include a grammar school, grades 1 through 6; a junior high school, grades 7 through 9; and a high school, grades 10 through 12.

The uniform is not worn ashore on leave and liberty. Civilian attire is in order. Morocco is bi-lingual with both Arabic and French spoken. In order to shop in Morocco with any reasonable amount of success, a knowledge of at least French is a necessity.

Leave papers are published in five languages: English, French, Portuguese, Italian and German.



AS USUAL—Children near the Moroccan naval base are well aware of Navy's presence. Here, orphans receive gifts at NAS open house.





**FRIENDS IN NEED**—Navy men unload supplies for quake victims at Agadir. *Rt:* Earthquake disaster area.

**A**T THIS POINT it is appropriate to mention something about Moroccan customs and their religious faith.

Moroccans, who are normally Moslems, are deeply religious people. They are also mystics, believing that the world is full of occult forces. The name of God is constantly invoked in greetings, thanks, wishes, congratulations, condolences — and even insults, to obtain increased effectiveness.

The Moslems pray five times a day. In Morocco, non-Moslems are not allowed to enter a mosque. The Koran, as revealed to the Prophet Mohammed, is the divine law. The whole dogma of Islam is a profession of their faith that God is the only God and Mohammed is his prophet.

Islam has a great simplicity. There are no sacraments. One should avoid comparisons with other religions when talking to Moslems. Moroccans believe in demons which terrorize simple people, women in particular.

The notion of purity or impurity governs all religious acts, and a state of purity is essential for the accomplishment of acts such as prayer and ritual slaughter. If an animal has not been ritually slaughtered it is considered impure.

Moslems do not eat pork, nor do they indulge in alcoholic beverages of any kind. On the other hand, they consume quantities of soft drinks, orange soda, tea and coffee.

Bread and paper are the objects of respect. Moslems will pick them up if found lying on the ground.

Honorable and clean acts always start on the right (eating, writing, cutting one's nails). The left hand is used for impure acts.

The "evil eye" is mentioned in the Koran. It plays a considerable role in Moroccan social relations. Loud praise, congratulations and flattery may denote envy, which is the most malignant form of the "evil eye." The effect of the "evil eye" may be death, disease, or constant misfortune. Certain formulas and motions of the hand are used to ward it off.

The *Kaida* is an unwritten code

of good manners, courtesy and urbanity. Any violations of this code are dealt with by public reprobation, and, for Moroccans, this is highly effective. One should never speak about women, and it is impolite to try to see a woman's face. Belching while eating or after eating is a sign of having enjoyed the host's repast.

Many more customs could be listed but the newly arrived American can become more familiar with them by visiting any of the base libraries which contain many books of historical value on Morocco and the Middle East.



**LOCAL COLOR**—Port Lyautey is an interesting mixture of old and new. Here, Naval officer tries a camel ride after flight across the Atlantic



DUTCH TREAT—Dewey crew members tour scenic Holland and (rt.) hold orphans party in Rotterdam.

# European Cruise

ONE OF THE BEST KNOWN U. S. Navy ships in Northern Europe is the Navy's guided missile destroyer USS *Dewey* (DLG 14).

This summer she made a two-month goodwill cruise which included stops in Helsinki, Finland; Stockholm, Sweden; Kiel, Germany; Aarhus and Copenhagen, Denmark; Oslo, Norway; and Portsmouth, England.

*Dewey's* crew earned for the ship a reputation in friendly relations at all the ports visited. They received a welcome from the local residents and chalked up a 100-per cent record for themselves as good will ambassadors. Not a single shore patrol or police report was recorded during the entire cruise.

*Dewey* arrived in Portsmouth, England, from Norfolk, Va. There she was boarded by RADM Wayne R. Loud, USN, COMINPAC, and his staff, who had been attending a NATO conference in Paris.

After sailing to Rotterdam, *Dewey* moored at Parkkade near the heart of the city. Considerable interest in *Dewey's* weapons system, which includes the latest *Terrier* guided missile and the newly developed *Asroc* (antisubmarine rocket), was shown by naval officials in all the countries visited. Dutch naval officials were particularly interested because of the planned conversion of a Dutch cruiser to incorporate the *Terrier* guided missile system.

Leaving the Dutch city, *Dewey* transited the Kiel Canal and entered the Baltic Sea.

In Helsinki, the Finnish government requested of the ship the loan of an American flag to be flown alongside the Finnish flag at the tomb of Marshal Mannerheim, the Finnish national hero, during a wreath-laying ceremony. It was reported to be the first time in history that this distinction was afforded a foreign government.

Helsinki was the first encounter *Dewey's* crew had with the long days which are common in the far north at this time of year. Here, the Navymen discovered, the daylight period was practically 24 hours long.

During the stay in Helsinki, parties for Finnish children were held daily in the crew's mess. The children were met at the quarterdeck by their sailor hosts, escorted on a tour of the ship and taken to the mess.

There the young guests were entertained with American cartoons, ice cream and cookies. After refreshments, each youngster was presented with a personal gift and a *Dewey* balloon. Parties for orphans were held in every port visited, in the same manner, with a total of 1000 underprivileged children receiving the *Dewey* hospitality.

While in Helsinki, more than 9000 persons toured the ship during Open

House hours. This was in addition to the several hundreds more who toured the ship as personal guests of the crew members. The number of visitors who came aboard during the seven-week cruise totaled more than 38,000.

*Dewey's* band, small but talented, proved to be a tremendous success. In addition to playing for official functions, the band was in constant demand to perform at hospitals, parks, and to make other public appearances. At Kiel, Germany, *Dewey's* band even went on TV.

*Dewey* next visited Stockholm, Sweden. The highlight of the visit was the ship's participation in the *Vasa Day* ceremony.

*Vasa*, a 48-gun sailing vessel, reputed to be the oldest existing naval vessel in the world, was sunk in the year 1628. She was refloated in 1959 after 331 years. A nationwide appeal for funds to restore *Vasa* was held by a committee appointed by King Adolphus. She is now being restored as a permanent museum.

Archaeologists who sifted through the ruins shortly after *Vasa* was brought to the surface discovered the ship was almost in its natural state, including some butter which was found in an oaken bucket. This phenomenon is a result of the nearly salt-free water and the cool year-round temperature of Stockholm Harbor.

*Dewey's* honor guard and her





**MAKING MORE FRIENDS**—USS Dewey (DLG 14) became good-will ambassador during cruise to seven ports.

CO, CAPT E. R. Zumwalt, Jr., USN, represented the United States at the flag-raising aboard *Vasa*.

Following the Stockholm visit, *Dewey's* next port of call was Kiel, Germany, where she was joined by the submarine *uss Harder* (SS 568) to represent the U. S. Navy during the annual Kieler Woche (Kiel Week) sailing regatta. This yearly event was originated in the early 1900s.

Now, during Kiel Week, units of the NATO and other friendly navies gather in Kiel at the invitation of West Germany. This year 10 nations were represented in Kiel.

*Dewey* made an operational stop in Aarhus, Denmark, and then went on to the capital, Copenhagen, where she moored alongside other visiting ships.

While in Copenhagen, organized tours of the city, including her fa-

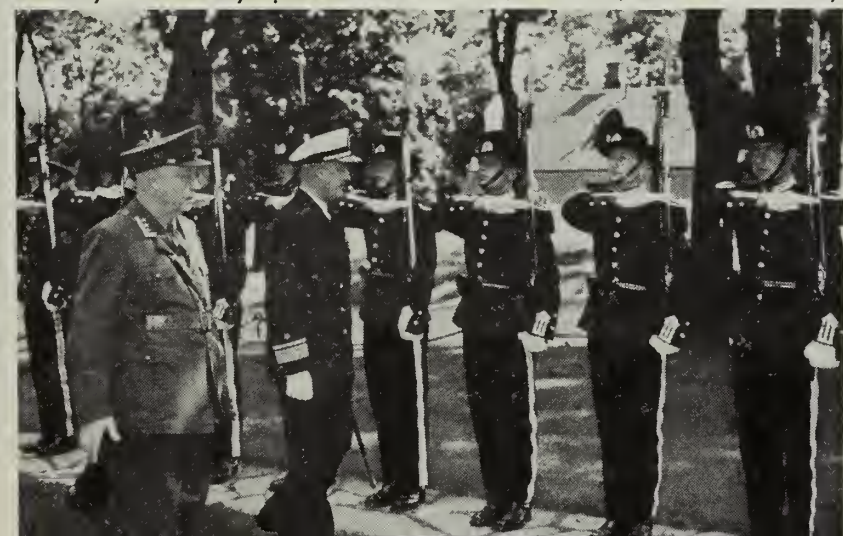
mous breweries, were conducted for the crew of *Dewey*. The touring groups also visited the National Weapons Museum, Naval Museum Exhibition, and the Resistance Museum.

In Oslo, Norway, ship's personnel visited Akershus Fortress. They also presented two sets of encyclopedia to the Royal Norwegian Navy. (During the friendship cruise, eight sets of encyclopedia and 12 sets of reference books were presented to civilian and naval libraries on behalf of the U. S. Navy. The publishers donated the books which were given away as part of the President's People - to - People" program. Such items are usually highly treasured by the recipients.)

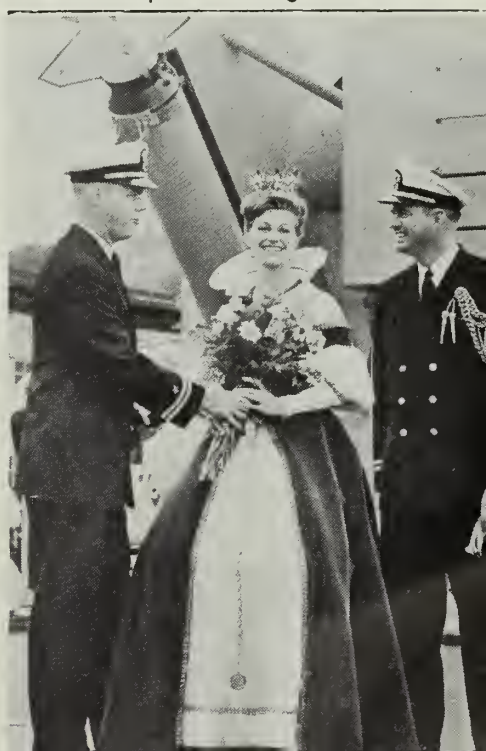
The world's first guided missile destroyer leader ended her goodwill cruise at Portsmouth, England.

— Roy E. Strickland, JOC, USN

**ROYAL AFFAIR**—RADM W. R. Loud inspects the King's Guard at Oslo, Norway. Rt: Beauty queen of Stockholm, Sweden, visits USS Dewey.



**OLD TIMER**—DLG men visit 1628 Swedish ship now being restored.







OFF AND TOWING—Tugs and large auxiliary floating drydock pull out of Mayport on trans-Atlantic tow.

## Dry Dock for Holy Loch

**T**HERE ARE MANY ways to make an Atlantic crossing — and one of them is in a spread-out formation that sees several smallish ships towing several non self-propelled units in a cruise taking more than a month.

That's what Task Group 48.6 of the Atlantic Fleet Service Force did. Composed, in the main, of ocean-going tugs, this group's mission was to tow four of the seven sections of

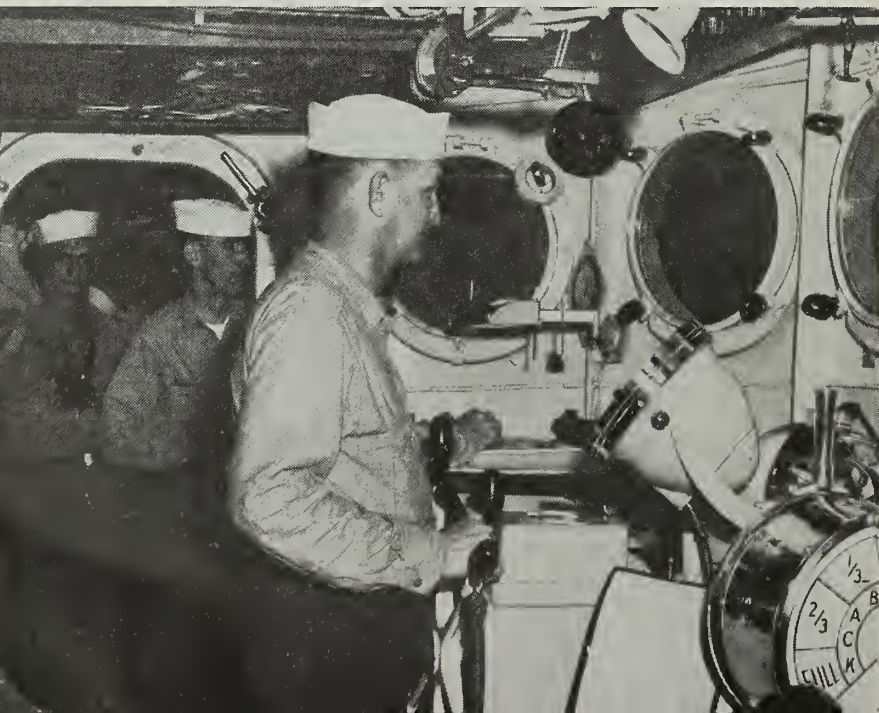
an AFDM (large auxiliary floating drydock) and some support craft from Mayport, Fla., to Holy Loch, Scotland. (For the work at hand the other three sections were not needed.) At Holy Loch the drydock was then assembled to provide services as part of the Fleet replenishment anchorage.

Each of the four towed sections of the drydock is 240 feet long, 101

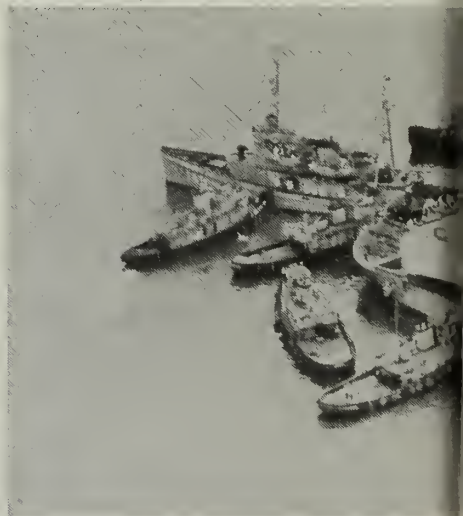
feet wide, 72 feet high, weighs 5200 tons and has a lifting capacity of 8000 tons. At the Holy Loch anchorage the sections were secured one to another, side by side, and the drydock walls were raised. Result of this is a single unit able to handle Fleet ballistic missile submarines and other ships of similar size.

The main body of the formation was made up of two ATFs (Fleet ocean tugs), two ATAs (auxiliary ocean tugs), one ARS (salvage ship), and two commercial deep-water tugs operating under Military Sea Transportation Service charter. The "flag-

**STEADY HANDS**—Alert tugmen handle controls in pilot house during month it took to deliver the AFDM and support craft to Holy Loch.



USS Atakapa meets her charge.



ALL HANDS



ship" of the group was *uss Opportune* (ARS 41), a 241-foot, 1950-ton workhorse, which had one of the four sections in tow. Two other sections were towed by *uss Seneca* (ATF 91) and *uss Atakapa* (ATF 149). Sleek-looking and powerful, these 205-footers have a 3000-horsepower engineering plant. The fourth ship towing a section was the 1900-horsepower tug *E.J. Moran*.

In addition to the towed AFDB sections, Fleet tugs *Seneca* and *Atakapa* each had a YC (open lighter) in tow.

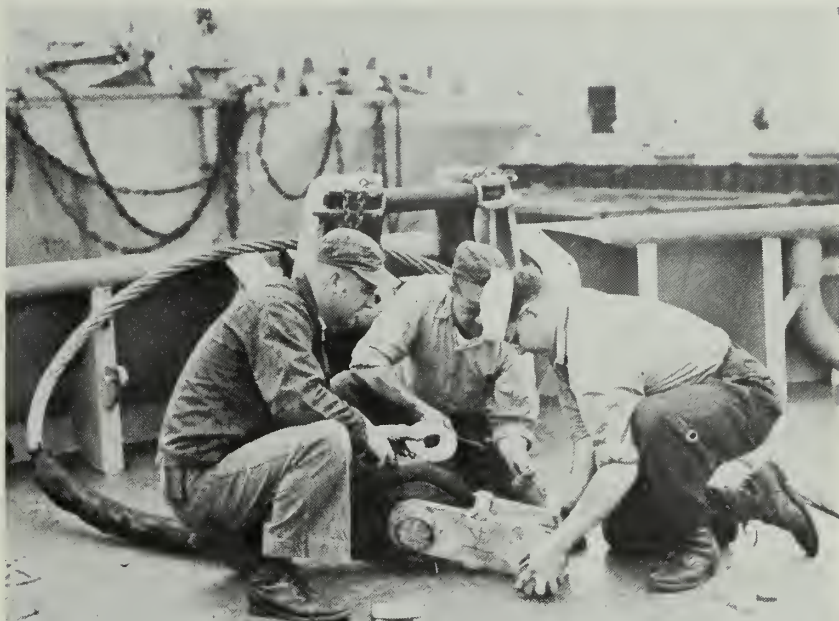
The principal support craft were the YRDM-8 (floating drydock machine workshop) and the YFNB-32 (large covered lighter). These were towed by the 1750-horsepower tug *D.L. Moran*.

Acting as a sort of roving back-field man for the formation was *uss Samoset* (ATA 190). Formations such as this one are prone to lose a tow during a spell of heavy weather, so *Samoset* served as retriever ship.

There was still another ship in the picture. *uss Mattabesset* (AOC 52) rendezvoused with the formation in mid-ocean and supplied the ships with fuel.

Four days before the main formation left Mayport another unit of the Task Group had departed the same port. *uss Sagamore* (ATA 208) had in tow APL-42. A barracks ship, the APL provides additional living and berthing accommodations for Navy-men at Holy Loch.

One feature of the operation was the use of "riding crews." These crews manned several of the towed craft. Each section of the ARBD was manned by a 15-man crew under a CPO, and was fitted with SEVEN sections were transported.



**MAKING READY**—Tugmen work on wire rope and shackle while getting set for tow. Below: Officers check charts to set course for TG 48.6.

berthing and messing facilities, of a sort. They were also provided with a portable transmitter/receiver to keep in radio communication with the towing ships.

AFDB-7 was originally completed in March 1945. It was towed to Guam, but hostilities ceased shortly after arrival. Then it was towed to Florida. Last year it was reactivated at Green Cove Springs by the Florida Group of the Atlantic Reserve Fleet.

—Wm. J. Miller, JOCM, USN



**TEAMWORK**—*USS Samoset* (ATA 190) acted as retriever ship on tow.





# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**DOWN BELOW**—Crew members of *USS Triton*, SSR(N) 586, conduct training drills in CIC during submerged operations in the high seas.

## School for DD Officers

Six months of training at a new destroyer school in Newport, R. I., is in the offing for 200 to 240 junior officers each year.

The Secretary of the Navy has given DESLANT the go ahead sign to establish such a school at the Newport Naval Station. (Force admirals have advocated establishment of the school since 1955, arguing that young officers should receive special background in the techniques of effective destroying.)

The Destroyer School will help officers qualify for a position as head of any line department in a destroyer type ship.

Any DESLANT officer will be considered for training in the first class, which is scheduled to be convened the first of next year. In following classes, however, only carefully

screened officers who have "about" 18 months' service to their credit will be admitted. (DESLANT will define "about" in a forthcoming directive.)

Classes will convene quarterly, with 50 to 60 officers in each.

Students will be required to serve at least two years in a destroyer billet upon completion of the course.

The school's faculty will consist of 14 officers, all of whom have served as commanding or executive officers in destroyers or DEs.

Assembling of the staff began last summer. The curriculum is being written by a special team of DESLANT officers, who have already decided on at least three weeks of intensive at-sea exercises and practical drills.

Details on entrance requirements and convening dates will be outlined in DESLANT instructions.

## Navy Combat Readiness

Here is a nutshell review of what the Navy is doing to increase its strength and combat readiness.

It will operate one additional attack carrier and its associated air group.

Amphibious lift capacity is being increased by the activation of *uss Achernar* (AKA 53), *Algol* (AKA 54), *Uvalde* (KA 88), *Wyandot* (AKA 92), *Yancey* (AKA 93), *Winston* (AKA 94), *Sandoval* (AKA 194), *Telfair* (PA 210), *Mount-rail* (APA 213), *Liddle* (APD 60), *Ruchamkin* (APD 89), *Earle B. Hall* (9PD 107), *Diachenko* (APD 123), *Begor* (APD 127), *Weiss* (APD 135), *Perch* (APSS 313), *Ashland* (LSD 1), *Cheboygan County* (LST 533), *Dodge County* (LST 722), *Duval County* (LST 758) and *Middlesex County* (LST 983).

*uss Sealion* (APSS 315), a World War II, diesel-powered submarine converted for use as a troop transport will not be mothballed as originally planned.

Fleet support ships to be reactivated include three refrigerated stores ships (AF), two ammunition ships (AE) and six fleet oilers (AO).

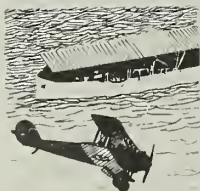
The stores ships are *ss Flying Scud*, which has been moved from the Maritime Administration berthing area at Suisun, Calif., to San Francisco Naval Shipyard; *usns Golden Eagle* (TAF 52) formerly at Norfolk under the operation of the Military Sea Transportation Service; and *ss Fleetwood*, also operated by MSTs.

All three ships require industrial work to alter them for use as underway replenishment ships. The places of *Golden Eagle* and *Fleetwood* in the Military Sea Transport Service will be filled by two merchant ships to be withdrawn from the National Defense Reserve Fleet.

The ammunition ships and oilers scheduled for reactivation are *uss Mauna Loa* (AE 8), *Mazama* (AE 9), *Sabine* (AO 25), *Kaskaskia* (AO 27), *Kennebec* (AO 36), *Kankakee* (AO 39), *Mattaponi* (AO 41) and *Neches* (AO 47).

One additional support carrier and associated aid group will increase

## YESTERDAY'S NAVY



On 10 Oct 1845 the United States Naval Academy was founded at Annapolis, Md. On 17 Oct 1922 the first carrier takeoff in the U. S. Navy was made in a VE-75F from *uss Langley*. On 23-26 Oct 1944 the Battle for Leyte Gulf, the biggest naval action in history, was fought. On 30 Oct 1775 Congress authorized the equipment of two armed vessels — one to carry 20 guns, the other 36. On 31 Oct 1956 seven Navymen landed in an R4D Skytrain at the South Pole, the first men to be there since 1912. The party remained 49 minutes to set up navigation aids.



the antisubmarine warfare capability of the Fleet.

In addition *Talladega* (APA 208), *Hopewell* (DD 681), *Koiner* (DER 331), *Forster* (DER 334), *Lansing* (DER 388), *Haverfield* (DER 393), and *Wilhoite* (DER 397), all previously scheduled for withdrawal from Fleet service, are being retained.

Combat readiness will be improved by increasing the number of aircraft overhauls expected in fiscal year 1962 to provide ready aircraft for Fleet units being activated during the year.

Aircraft purchases are being stepped up along with purchases of additional air and surface launched guided missiles and other ordnance equipment.

Aircraft purchases will include additional A4D-2N attack aircraft, F8U-2N and F4H-1 fighters and additional ASW and transport aircraft and helicopters.

Missile purchases will include *Bullpup*, *Sidewinder*, *Sparrow*, *Tartar*, *Terrier* and *Talos*.

Shipboard missile radar fire control systems will be improved.

USS *Lexington* CVA 16 and *Constellation* (CVA 64) will join the 15 attack carriers now in commission.

*Antietam* (CVS 36) will not be deactivated as previously planned but will be brought to combat status.

### Polaris Testing Device

*Polaris* missiles may now be test fired from various ocean depths without a submerged submarine. Underwater launching tubes have been constructed at the San Clemente Island Test Range of the U.S. Naval Ordnance Test Station.

The launching device consists of four separate movable steel spools stacked on top of each other to form a tower. These spools are anchored to concrete-filled steel pilings which are set in the ocean floor. This spool-tower can withstand a 300,000-pound load.

About 25 feet from the launching tubes are two telescoping camera towers that are equipped with 12 high-speed underwater cameras which will record trajectory data. Three television cameras will also be trained on the underwater action to allow the launch to be watched from the staging vessels and the instrumentation barge.

For an over-all report on *Polaris*, see the September 1960 issue.

## New Construction and Conversions

Assignments of construction and conversion of ships in the Navy's fiscal year 1962 shipbuilding program have been announced by the Navy. Naval shipyard assignments are as follows:

### New Construction

New York Naval Shipyard — 3 amphibious transports, dock (LPD).

Philadelphia Naval Shipyard — 1 amphibious assault ship (LPH).

Puget Sound Naval Shipyard — 2 guided missile frigates (DLG).

San Francisco Naval Shipyard — 1 guided missile frigate (DLG).

### Conversions

Boston Naval Shipyard — 6 destroyers (DD).

New York Naval Shipyard — 2 destroyers (DD); 1 communications relay ship (AGMR).

Philadelphia Naval Shipyard — 1 submarine (SS).

Charleston Naval Shipyard — 2 submarines (SS).

Puget Sound Naval Shipyard — 3 destroyers (DD).

San Francisco Naval Shipyard — 2 destroyers (DD); 1 submarine (SS).

Pearl Harbor Naval Shipyard — 1 destroyer (DD); 2 submarines (SS).

The following ships will be awarded on a competitive basis to qualified private shipyards:

### New Construction

1 submarine tender (AS).

1 guided missile frigate — DLG(N).

3 guided missile frigates (DLG).

3 attack submarines — nuclear powered SS(N).

3 escort ships (DE).

3 guided missile escort ships (DEG).

1 combat store ship (AFS).

1 hydrofoil research ship AG(EH).

2 oceanographic research ships (AGOR).

1 surveying ship (AGS).

7 landing craft swimmer reconnaissance (LCSR).

5 submarine repair berthing and messing barges (YRBM).

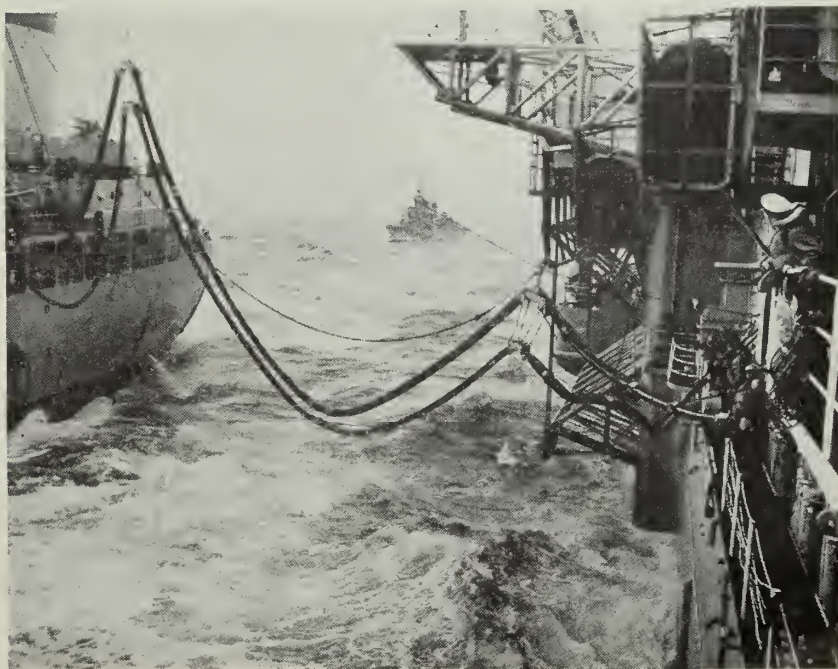
4 large harbor tugs (YTB).

### Conversions

1 missile range instrumentation ship (AGM).

The 10 nuclear powered ballistic missile submarines in the 1962 program have been previously awarded: three to Electric Boat Division of General Dynamics Corporation; four to Newport News Shipbuilding and Dry Dock Company; two to Mare Island Naval Shipyard; and one to Portsmouth Naval Shipyard. These ships, which are designed to carry the *Polaris* missile, are a continuation of the program, the first several ships of which are now at sea.

The submarine tender will be the second ship of this type constructed to support the *Polaris*-carrying submarines at advanced bases. These support ships will enable the submarines to spend a larger proportion of time at effective stations in a



FAIR EXCHANGE—Using a double rig, USS *Passumpsic* (AO 107) pumps black oil to USS *Bennington* (CVS 20) and takes JP-5 from carrier.

ready condition by avoiding the necessity for time-consuming returns to continental U.S. bases for resupply and refit.

The guided missile frigate (nuclear) will be the second nuclear powered frigate to be built. With its increased cruising range, this ship will be capable of extended operations, either independently, or as a part of a strike force.

The guided missile frigates will be built to the design of the frigates in the previous year's program. Their combined *Terrier* and *Asroc* missile systems, ASW torpedoes and 5"/54 guns will enable these ships to operate effectively against air, surface and sub-surface enemy components.

The amphibious transports dock and the amphibious assault ship are of the same design as those in recent programs. These ships are designed to utilize helicopters for vertical envelopment and will transport, land and support troops in assaults against enemy-held coastal areas.

The nuclear-powered submarines will be repeats of the *Thresher* class, combining the efficient hull form of *Albacore* with nuclear power. Their quiet operating machinery and advanced detection devices enable them to operate effectively against surface and submarine targets.

The escort ships will follow the newly designed ships of the 1961 program, combining improved sea-keeping ability with advanced anti-submarine warfare capabilities, including long range sonar, *Asroc*, ASW torpedoes and drone anti-submarine helicopters.

## Three More New DLGs

The construction of three guided missile frigates of a new, 7900-ton class has begun at Bath, Maine, boosting to 23 the number of DLGs now under construction or already in operation.

The new ships should be ready for Fleet use in about 1965.

In addition to the latest radar and sonar equipment, a variety of weapons, which range from 3-inch guns to an advanced version of the *Terrier* surface to air missile, will provide the ships with a versatile punch.

For ASW missions, the frigates will be equipped with *Asroc* (antisubmarine rocket), and *Dash*, the drone anti-submarine helicopter system.

The ships will measure 547 feet in length, and 55 feet across at the beam.

The guided missile escort ships, in addition to ASW capabilities, will also be fitted with the *Tartar* missile system for operations against enemy air units.

The combat store ship, also a repeat of the 1961 design, will carry provisions, general stores and aviation supplies for fast underway replenishment of combat forces.

The hydrofoil research ship will update the current knowledge of this new type with advanced developments in design of hydrofoils. This will be the largest hydrofoil built to date, displacing some 250 tons.

The oceanographic research ships are repeats of ships now building.

They will be used to carry out research in connection with antisubmarine warfare and to support the National Oceanographic Research Program.

The surveying ship, as its name implies, will be employed in the charting of the ocean floor.

The destroyer and submarine conversions are a continuation of the fleet modernization and rehabilitation program to ward off the effects of obsolescence in selected ships built during World War II.

The missile range ship conversion will be employed in support of the Pacific Missile Range, while the major communications relay ship conversion will be capable of supplying vital communications services in any sea area of the world.

## Growing Greenfish

*USS Greenfish* (SS 351) is back in the swim after seven and a half months at the Pearl Harbor Naval Shipyard where she had her face lifted.

*Greenfish* received the FRAM (Fleet Rehabilitation and Modernization) treatment and was converted from a *Guppy II* to a *Guppy III* type submarine, at a cost of five million dollars.

*Greenfish* was cut in two parts. Her bow was moved forward and a new 15-foot section inserted just in front of her sail.

A non-corrosive, laminated glass plastic sail and superstructure were added and the bridge was placed higher in the new sail with a trunk leading up from the conning tower. A transfer at sea station was also built into the new sail.

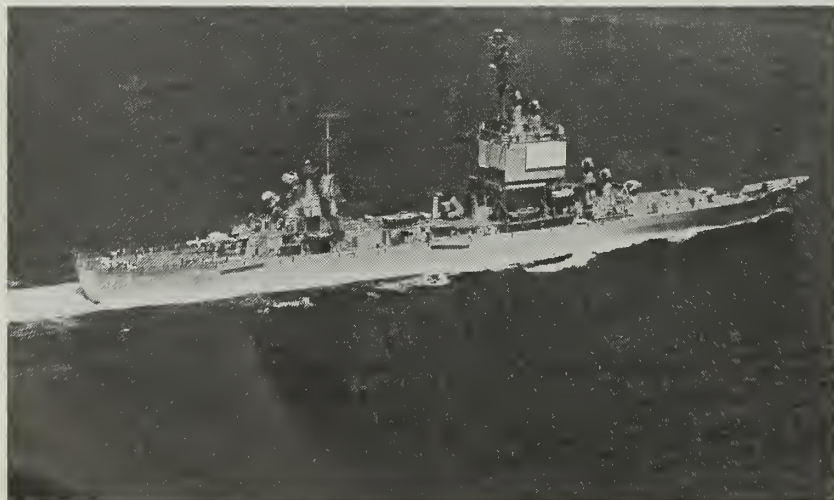
*Greenfish's* added space was quickly filled with new antisubmarine warfare equipment, larger fuel storage spaces and berthing facilities.

Improved electronic and communications equipment and more powerful sonar were also installed.

Human engineering wasn't neglected. Arrangements of equipment and habitability were improved.

The crew of *Greenfish* reduced the cost of the conversion by overhauling some 50 to 60 motors, generators and air compressors in addition to performing other rehabilitation jobs throughout the ship.

The rehabilitation is expected to give *Greenfish* an additional five to ten years of useful service to the Navy and improved effectiveness.



**SMOKELESS POWER**—The nation's first nuclear-powered guided missile cruiser, *USS Long Beach*, CG(N) 9, completes propulsion plant sea trials.



## List of Ships to Be Commissioned in Next Eighteen Months

Here is a list of all United States ships under construction which will be commissioned within the next 18 months.

Destroyers being modernized are not included in this list, nor are the ships that are being constructed in United States shipyards under the Military

Assistance Program, destined for foreign allies of the U. S.

There are 11 of these MAP ships — seven minesweepers and four motor gunboats. Other MAP ships are also under construction in foreign shipyards with United States technical assistance.

Hull Number	Name	Commission date	Hull Number	Name	Commission date
CVA 64	<i>Constellation</i>	27 Oct 61	SS(N) 594	<i>Permit</i>	1 Apr 62
CVA(N) 65	<i>Enterprise</i>	25 Nov 61	SS(N) 595	<i>Plunger</i>	1 Sep 62
DLG 8	<i>MacDonough</i>	November 1961	SS(N) 596	<i>Barb</i>	November 1962
DLG 13	<i>William V. Pratt</i>	November 1961	SS(N) 603	<i>Pollack</i>	October 1962
DLG 16	<i>Leahy</i>	August 1962	SS(N) 604	<i>Haddo</i>	(Not set)
DLG 17	<i>Harry E. Yarnell</i>	(Not set)	SS(N) 605	<i>Jack</i>	(Not set)
DLG 18	<i>Worden</i>	(Not set)	SS(N) 606	<i>Tinosa</i>	16 Jun 1962
DLG 19	<i>Dale</i>	(Not set)	SS(N) 607	<i>Dace</i>	(Not set)
DLG 20	<i>Richmond K. Turner</i>	(Not set)	SSB(N) 609	<i>Sam Houston</i>	25 Jan 62
DLG 21	<i>Gridley</i>	(Not set)	SSB(N) 610	<i>Thomas A. Edison</i>	24 Mar 62
DLG 22	<i>England</i>	(Not set)	SSB(N) 611	<i>John Marshall</i>	24 May 62
DLG 23	<i>Halsey</i>	(Not set)	SSB(N) 616	<i>Lafayette</i>	(Not set)
DLG 24	<i>Reeves</i>	(Not set)	SSB(N) 617	<i>Alexander Hamilton</i>	(Not set)
DLG(N) 25	<i>Bainbridge</i>	August 1962	SSB(N) 618	<i>Thomas Jefferson</i>	(Not set)
DDG 4	<i>Lawrence</i>	20 Dec 61	SSB(N) 619	<i>Andrew Jackson</i>	(Not set)
DDG 5	<i>Biddle</i>	June 1962	SSB(N) 620	<i>John Adams</i>	(Not set)
DDG 6	<i>Barney</i>	September 1962	SSB(N) 622	<i>James Monroe</i>	(Not set)
DDG 11	<i>Sellers</i>	28 Oct 61	SSB(N) 623	<i>Nathan Hale</i>	(Not set)
DDG 12	<i>Robison</i>	9 Dec 61	SSB(N) 624	(Not named)	(Not set)
DDG 13	<i>Hoel</i>	15 Jun 62	SSB(N) 625	(Not named)	(Not set)
DDG 14	<i>Buchanan</i>	6 Feb 62	LPH 3	<i>Okinawa</i>	June 1962
DDG 15	<i>Berkeley</i>	November 1962	LPH 7	(Not named)	(Not set)
DDG 16	<i>Joseph Strauss</i>	(Not set)	LPD 1	<i>Raleigh</i>	9 Jun 1962
DDG 17	<i>Conyngham</i>	(Not set)	LPD 2	<i>Vancouver</i>	September 1962
DDG 18	<i>Semmes</i>	November 1962	PC(H) 1	(Not named)	(Not set)
DDG 19	<i>Tattnall</i>	(Not set)	AGOR 3	<i>Robert D. Conrad</i>	(Not set)
DDG 20	<i>Goldsborough</i>	(Not set)	AGOR 4	<i>James M. Gilliss</i>	(Not set)
DDG 21	<i>Cochrane</i>	(Not set)	AGOR 5	(Not named)	(Not set)
DDG 22	(Not named)	(Not set)	AOE 1	(Not named)	(Not set)
DDG 23	<i>Richard E. Byrd</i>	(Not set)	AS 31	<i>Hunley</i>	21 Jun 62
DDG 24	(Not named)	(Not set)			
DE 1037	<i>Bronstein</i>	(Not set)			
DE 1038	(Not named)	(Not set)			
SS(N) 592	<i>Snook</i>	20 Oct 61	AVB 2	<i>Tallahatchie County</i> (ex LST 1154)	20 Jan 62

### CONVERSIONS

## Magnetic Survey of the Arctic

A survey of the Arctic Basin by Navy technicians and civilian scientists has turned up new knowledge about the earth's magnetic field, and information which may prove valuable in forecasting the ways in which the Arctic ice will break up and drift.

The survey was conducted under Navy sponsorship by two scientists from the University of Wisconsin. The P2V aircraft from which they made their observations and measurements was supplied and manned by the Naval Air Development Unit at South Weymouth, Mass.

The unusual magnetic field which stretches across the Arctic Basin is composed of many different points of varying intensity, the sum of which indicates the strength of the magnetic pull exerted in the area by the magnetic core of the earth.

The actual strength of the magnetic field, however, varies at different points and altitudes.

For the survey, a fiberglass cone fitted with magnetic recording equipment was installed in the aircraft's tail section. From there, the scientists made a continuous survey of magnetic intensity, following 12 flight lines which covered some 24,000 miles.

At the same time, an observer took photographs of the ice, a study of which may result in some forecasts as to how it will break up. (If this forecast system works, the Navy will be able to plan Arctic ship movements more effectively.)

Another phase of the investigation, which dealt with changes in the magnetic field as it varies over the continental shelf and deep ocean areas, is expected to turn up new information about the geologic struc-

ture of the Arctic Ocean area.

Most of the Arctic Ocean was covered by the P2V. Flights were made from Thule, Greenland, and Point Barrow, Alaska.

## Tops in Carrier Safety

Two Atlantic Fleet carriers, *uss Intrepid* (CVA 11) and *uss Randolph* (CVS 15), sailed off with top honors in fiscal 1961's competition for the Flatley Award for Aviation Safety, which each year recognizes outstanding attack and antisubmarine support carriers in the field of accident prevention.

Runners-up were *uss Oriskany* (CVA 34) and *uss Yorktown* (CVS 10), both Pacific Fleet carriers.

The award emphasizes care in aircraft ground handling, launching and recovery. *Randolph*, incidentally, was also a Flatley winner in 1960, and is now the first two-time safest CVS.



**NEW PULL** — USS *Paducah* (YT-758) is one of seven radar-equipped tugs for river and harbor use.

### NTDS Aboard Ship

The Navy's new Tactical Data System, which can evaluate the nature of an enemy attack and recommend countermoves in millionths of a second (ALL HANDS, April 1961), is installed aboard USS *Oriskany* (CVA 34) and USS *Mahan* (DLG 11) for testing at sea in the Pacific. It is being installed in USS *King* (DLG 10)).

NTDS centers around a computerized series of consoles that display a schematic picture showing enemy targets, their type and movements, and the defensive and offensive posture of friendly ships and aircraft.

By going into its computer memory cells which have previously stored information on the capabilities of enemy and friendly ships, aircraft and missiles, the system gives the commander a series of alternate recommendations on weapons to be used.

When the CO makes his choice, the system transmits the necessary orders to the ship's fire control equipment, or to other ships and aircraft which will then make the attack.

A computer-to-computer link between ships means that an entire task force could be coordinated to operate almost as one ship.

Teams of Fleet Navymen have been in training at San Diego to learn how the new setup works.

### Largest Overseas School

The Forrest Sherman dependents school in Naples, Italy, which for several years has been the Navy's largest overseas school, was expanded even further this spring with the opening of a new Junior-Senior High building.

The 42-room structure will accommodate 800 students when classes reconvene after summer vacation.

It features the latest in school design and study facilities, including three science labs, a gym, cafeteria, fully-equipped home economics kitchen, library and modern health clinic. All in all, it's a far cry from the Forrest Sherman of ten years ago.

The doors of Forrest Sherman first swung open in November 1951 to provide schooling for 90 elementary-age children of U. S. military and civilian workers assigned to NATO. It was named in honor of the late Admiral and onetime Chief of Naval Operations (November 1949 to July 1951) who died in Naples in 1951 while on a diplomatic-military mission.

By the end of 1952, the faculty had grown from its original three to more than 20, a floor of a Naples hotel was pressed into service to provide more classroom space, and a high school was opened in still another building. The student body at this time numbered 350.

In 1954, classes shifted to a larger building, this one at an attractive site overlooking the Bay of Naples. Such features as 42 classrooms, a large cafeteria which doubled as an auditorium, and a teenagers club, helped rank Forrest Sherman as one of the finest schools in the Navy's overseas system.

By 1957, more than 1000 elementary, junior and senior high school students were enrolled.

Now, with high school classes shifted to the new building, the older site will accommodate an even larger number of elementary students.

At last count the student body numbered 1600, the teaching staff 70, and both are still growing.

### School Honors Astronaut

Among the honors bestowed on the United States' first man in space was that of having a new \$450,000 junior high school at Deerfield, Ill., named the Alan B. Shepard Junior High School.

The superintendent of the school

district wired Commander Shepard to congratulate him on his historic flight and inform him that the new school would be named in his honor.

The 20-room school is scheduled for completion by 1 Dec 1961.

### The New, New Crusader

*Crusader*, the plane with growth potential, made its appearance in the Navy's arsenal about five years ago. It has since then undergone changes in design and the seventh version—F8U-2NE—is now undergoing flight testing.

Among other changes, the plane's new radar will enable Navy pilots to seek out and kill enemy planes at a much greater range with advanced versions of the *Sidewinder* missiles carried by the *Crusader*.

Slight changes were made in the plane's nose section contour to accommodate the larger radar dish. Improved air duct recovery is made possible by the more rounded nose section.

Because of the plane's growth potential, the Navy has been able to assign pilots and technicians to *Crusader* without having to retrain them in a new type of aircraft.

A large percentage of spare parts for earlier *Crusaders* is usable on later models, providing greater plane availability at a lessened cost.

### Highline Transfer Claims

The crews of USS *Bridget* (DE 1024) and *Bauer* (DE 1025) claim to have set a new highline transfer record. Recently they transferred 147 persons between the two ships in two hours.

This was accomplished as the two Seventh Fleet destroyer escorts were nested together in the small Japanese fishing and lumbering village of Komatsujima.

Occupants of the chair were orphans from the Tokushima Prefecture who were aboard for the afternoon. After a tour of the ship, movies and refreshments, the chattering children were transferred between *Bridget* and *Bauer* with the ships' regular highline rig and chair. One or two children were carried at a time.

The transfer quickly became the center of interest, and was the subject of grinding TV cameras and reporters' 35mm cameras. That evening in Tokushima, five minutes of TV news was devoted to the event.



## Reserve Mobilization

The Secretary of Defense, with approval of the President, has called up certain Reserve units in all branches of the armed forces.

The Naval Reserve's share in strengthening the Fleet to meet the current international situation constitutes a significant increase in the Navy's antisubmarine warfare forces.

Forty Selected Reserve training ships and 18 Naval Air Reserve ASW squadrons have been ordered to join the Fleet beginning this month. The surface units include 13 destroyers, 27 destroyers escorts and their Reserve Crews. The aviation units consist of five patrol squadrons (VP), flying P2V *Neptunes*, and 13 ASW squadrons (VS), assigned S2F *Trackers*.

Seven of the ships are being overhauled, and personnel for these ships will not be called until ship overhauls are nearly complete later in October.

Because the Naval Air Reserve squadrons are approximately half the personnel strength of Fleet squadrons of similar type, Reservists now assigned to squadrons being called up will be augmented by other Naval Air Reservists in the Selected Reserve. These Reservists will be chosen by CNARESTRA. In addition, a small number of men — in

ratings not included in training squadrons but needed in Fleet squadrons—will be ordered from the Selected Reserve active status pools maintained by district commandants. The breakdown includes 213 officers and 1744 enlisted men. Volunteers from all components of the Selected Reserve will be used, where possible, to fill squadron allowances.

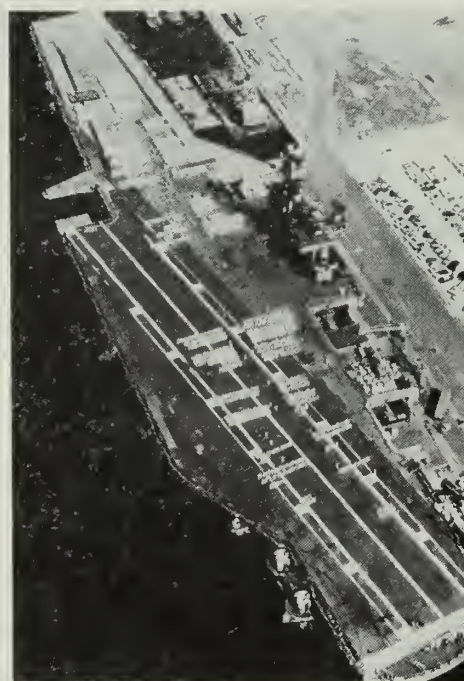
Following is the list, by naval district, of the ships and squadrons ordered to active duty. The ships marked with an asterisk (\*) are being overhauled, and are slated to report on 1 November.

### Sampson Joins Fleet

*Uss Sampson* (DDG 10) — the Navy's newest guided missile destroyer — has joined the Atlantic Fleet Destroyer Force.

Named for a Spanish-American War hero who gave the nation an important Fourth of July present 60-odd years ago, and the third U. S. destroyer-type ship to bear the name, the 3370-ton *Sampson* was placed in commission during ceremonies at Boston Naval Shipyard in June.

Some 430 feet long, and carrying a crew of 350, *Sampson's* principal armament is the *Tartar* surface-to-air guided missile — a dual-thrust, solid-fueled weapon designed for equal effectiveness against both high-



**STANDING BY**—Crewmen of the aircraft carrier *USS Saratoga* (CVA 60) form topside on flight deck for inspection while in homeport.

and low-altitude targets. In addition, she is equipped with *Asroc* (anti-submarine rockets), five-inch, 54-caliber guns, and torpedo tubes, plus new search and missile guidance radar and long-range sonar.

## Here Are Naval Reserve Ships Sailing with the Fleet

### ComONE

*uss Miller* (DD 535)  
\**uss Parle* (DE 708)  
*uss Tills* (DE 748)  
VS-915

### ComTHREE

\**uss Hood* (DD 655)  
\**uss Remey* (DD 688)  
*uss DeLong* (DE 684)  
*uss Thaddeus Parker*  
(DE 369)  
*uss Albert T. Harris*  
(DE 447)  
*uss Coates* (DE 685)  
VP-832  
VS-837  
VS-751

### ComFOUR

*uss McNair* (DD 679)  
*uss Kidd* (DD 661)  
*uss J. Douglas Blackwood*  
(DE 219)  
*uss Snowden* (DE 246)  
VP-933  
VS-935

### ComFIVE

\**uss Bearss* (DD 654)  
*uss Roberts* (DE 749)  
*uss Loeser* (DE 680)  
*uss Robert F. Keller* (DE 419)  
*uss Darby* (DE 218)  
VP-661  
VS-861

### ComSIX

\**uss Hunt* (DD 674)  
*uss Robinson* (DD 562)  
*uss Greenwood* (DE 679)  
*uss Tweedy* (DE 532)  
VP-741

### ComEIGHT

\**uss Wren* (DD 568)  
\**uss Huse* (DE 145)  
*uss Crow* (DE 252)  
*uss Woodson* (DE 359)  
VS-821

### ComNINE

*uss Daniel A. Joy* (DE 585)  
VS-721  
VS-733

### ComELEVEN

*uss Tingey* (DD 539)  
*uss Colahan* (DD 658)  
*uss Marsh* (DE 699)  
*uss Vammen* (DE 644)  
*uss Wiseman* (DE 667)  
VP-872  
VS-771  
VS-772  
VS-872  
VS-873

### ComTWELVE

*uss Laws* (DD 558)  
*uss Walton* (DE 361)  
*uss Edmonds* (DE 406)  
*uss Alvin C. Cockrell*  
(DE 366)

### ComTHIRTEEN

*uss Watts* (DD 567)  
*uss Whitehurst* (DE 634)  
*uss Charles E. Brannon*  
(DE 466))  
*uss McGinty* (DE 365)  
VS-891

# All-Navy Rifle, Pistol and Tennis

A brilliant display of individual marksmanship by a "still just learning" Potomac River Naval Command LTJG, and an oversupply of Florida liquid sunshine formed the top features of this year's All-Navy Rifle and Pistol Matches at NAS Jacksonville.

LTJG Joel Sexton, USN, who has been seriously working at match rifle and pistol competition for the past year or so, literally spread-eagled the field for individual honors during the rain-plagued five-day meet. Hotter than any of his smoking weapons, the boyish-looking jaygee began his all-out drive toward ranking as the Navy's top gun on the tourney's very first day, when he posted a scorching 282 out of a possible 300 to cop the individual pistol championship.

Switching to a .30 caliber M-1 rifle for the second day's action, he registered a near-perfect 245 x 250 in capturing individual rifle laurels. In addition, his two-day display of versatility plus excellence gave him his third individual championship trophy — for high aggregate (combined rifle and pistol scores) score. PRNC's gunslinging gold braid didn't stop there either.

Making the switch from individual to team competition with all of the ease and aplomb of Buffalo Bill at a county fair, he popped eyes all over the lot during the third day of the match when he rang up a perfect 250 score (believed to be a meet "first") in the team rifle competition, pacing his PRNC team to

a first-place 1432 x 1500 showing. Then, next day, he topped off a fantastic performance by spearheading the Atlantic Fleet Navy Combat Rifle Team to a 942 total which was nearly 400 points better than its nearest challenger.

Complete tourney results:

## INDIVIDUAL PISTOL

First — LTJG Sexton (282)

Second — AQC G. B. Caropellotti, USN, NAS Jacksonville (281)

Third — AOC B. F. Preston, USN, NAAS Whiting Field (276)

## INDIVIDUAL RIFLE

First — LTJG Sexton (245)

Second — EOC D. E. Morine, USN, USNTC San Diego (243-24)

Third — AO1 C. R. Bover, USN, NATC Patuxent River (243-17)

## AGGREGATE

First — LTJG Sexton (527)

Second — AO1 Bover (513)

Third — PM2 M. L. Golden, USN, USS Vermilion (AKA 107) (512)

## TEAM PISTOL

First — NovAirPoc. Team members were: AQC V. Delacruz; AMC R. H. Kerbs; AO3 V. Cram; SK1 R. M. Sopher; AT2 K. E. Allen; and CDR A. J. Popageorge. Team total was 1086x1200.

Second — Sixth Naval District — 1070x1200.

## TEAM RIFLE

First — PRNC. Team members: LTJG Sexton; ADAN J. D. Allen; AO1 C. R. Bover; AN G. A. Krach; CDR Tom Mortin; MA1 J. F. Kehring; PNC H. K. Goodman; and YNC H. D. Barrett. Team total was 1432x1500.

Second — ComAirLant — Team total was 1411x1500.

## NAVY COMBAT RIFLE TEAM

First — Atlantic Fleet. Team members: LTJG Sexton; AO1 Bover; ADAN Allen; AN Kroch; ENS M. D. Bouchillon; and PMC

M. B. Bronch. Team total — 942.

Second — Pacific Fleet. Team total — 560.

More than 175 of the Navy's top shooters competed for All-Navy honors this year, including the cream of the crop from each Fleet (Type, District and Fleet eliminations were staged earlier in the summer) and those Navymen holding "Distinguished" credits or National Rifle Association "Masters" classifications. Top scorers at NAS Jax moved on to further competition in the National Matches at Camp Perry, Ohio.

## All-Navy Tennis

Pacific Coast Region representatives, paced by LTJG Dale Junta of USS *Coral Sea* (CVA 43), and NAS Miramar's LCDR Elston Wyatt, swept the boards of Men's Division Open and Senior honors, and Wave YN1 Jean Farrington, a South Atlantic Region standard bearer, took the Women's Division title in 1961 All-Navy Tennis tournament action at the U. S. Naval Station, Newport, R. I.

LTJG Junta, the dark-haired ex-Harvard University star who was runner-up for the Open Singles crown and a co-winner of Open Doubles laurels in last year's All-Navy meet, raced through four opponents with the loss of only one set (to the North Atlantic Region's ENS Harry Thompson) in besting a 20-man Open Singles field. He got all of the competition he could ask for, however, both from ENS Thompson, his semi-finals adversary,



ALL-NAVY Rifle and Pistol champion teams for 1961 hail from Pax River and Naval Air Force PacFleet.



and from his finals foe, LTJG Phil Berry, of the Atlantic Fleet Region.

Later in the meet, LTJG Junta teamed with PacCoast sidekick LT Edwin White to win the Open Doubles championship. That title didn't come easily either, however; the SoLant Region twosome of JO1 Calvin Karrh and ENS Alfred Vinton won the first two sets and treated the new champs to a battle royal before dropping a bitter, five-set marathon.

Men's Senior Division play, meanwhile, saw long-time Navy net ace LCDR Wyatt breeze through three matches in comparatively easy fashion to grab the Senior Singles diadem; then join PacCoast teammate CDR Theodore Drag for a Senior Doubles title-winning effort.

In distaff action WAVE Farrington also suffered the loss of only one set (in a semi-finals battle with SoLant's ENS Tina Delarot) in waltzing over four opponents on her way to her Division's Singles title. (No Doubles or Seniors competition was held in the Women's Division.)

Tournament results in the men's single and doubles were:

#### Men's Division

##### Open Singles

ENS Wilson Morris (LantFlt) def. AN Fred Weinberg (NorLant) — — 7-5, 7-5.

JO1 Karrh (SoLant) def. ENS Don Swan (LantFlt) — — 6-2, 6-1.

LTJG Berry (LantFlt) def. LTJG Eldon Williams (SoLant) — — 4-6, 6-1, 6-0.

LT Myron Ricketts (SoLant) def. LTJG Marvin Osburn (PacCoast) — — 6-4, 6-3.

LTJG Junta (PacCoast) def. LTJG Rod Whalen (LantFlt) — — 6-0, 6-0.

LTJG Robert Schmitz (PacCoast) def. LTJG Peter Lund (WestPac) — — 7-5, 6-3.

LT Ken Godfrey (NorLant) def. LT Robert Wallis (WestPac) — — 6-2, 6-0.

ENS Thompson (NorLant) def. SN Timothy Scates (WestPac) — — 6-1, 6-0.

ENS Vinton (SoLant) def. ENS Phil Tenebaum (NorLant) — — 6-1, 6-1.

LT White (PacCoast) def. LT Robert Walters (WestPac) — — 6-2, 6-1.

JO1 Karrh (SoLant) def. ENS Morris (LantFlt) — — 6-3, 6-1.

LTJG Berry (LantFlt) def. LT



**TOP GUN**—LTJG J. S. Sexton of Potomac River Naval Command poses with his many 1961 All-Navy rifle and pistol trophies.

Ricketts (SoLant) — — 2-6, 7-5, 6-1.

LTJG Junta (PacCoast) def. LTJG Schmitz (PacCoast) — — 6-1, 6-4.

ENS Vinton (SoLant) def. LT White (PacCoast) — — 6-2, 6-2.

ENS Thompson (NorLant) def. JO1 Karrh (SoLant) — — 6-3, 6-3.

LTJG Berry (LantFlt) def. LT Godfrey (NorLant) — — 6-1, 6-1.

LTJG Junta (PacCoast) def. ENS Thompson (NorLant) — — 5-7, 6-3, 7-5, 13-11.

LTJG Berry (LantFlt) def. ENS Vinton (SoLant) — — 6-2, 10-8, 6-4.

LTJG Junta (PacCoast) def. LTJG Berry (LantFlt) — — 6-3, 13-11, 6-4.

##### Open Doubles

LT Walters and LT Wallis (WestPac) def. LTJG Whalen and ENS Morris (LantFlt) — — 4-6, 11-9, 7-5.

JO1 Karrh and ENS Vinton (SoLant) def. ENS Tenenbaum and AN Weinberg (NorLant) — — 6-1, 6-0.

LTJG Junta and LT White (PacCoast) def. LT Ricketts and LTJG Williams (SoLant) — — 6-0, 6-2.

LTJG Berry and ENS Swan (LantFlt) def. LTJG Osburn and LTJG Schmitz (PacCoast) — — 6-2, 12-10.

ENS Thompson and LT Godfrey (NorLant) def. LT Wallis and LT Walters (WestPac) — — 6-1, 6-2.

JO1 Karrh and ENS Vinton (SoLant) def. LTJG Lund and SN Scates (WestPac) — — 6-0, 7-5.

LTJG Junta and LT White (PacCoast) def. ENS Thompson and LT Godfrey (NorLant) — — 6-0, 7-5, 6-0.

JO1 Karrh and ENS Vinton (SoLant) def. LTJG Berry and ENS

Swan (LantFlt) — — 4-6, 6-2, 6-4, 2-6, 6-1.

LTJG Junta and LT White (PacCoast) def. JO1 Karrh and ENS Vinton (SoLant) — — 3-6, 4-6, 6-2, 7-5, 6-3.

#### DesFlot Five Field Day

Talented athletes representing the escort destroyer *uss Philip* (DDE 498) racked up five firsts, six seconds and four thirds, and a total of 69½ points, in winning that ship's second Destroyer Flotilla Five Olympic Field Day championship recently.

More than 500 destroyermen from 14 ships competed in the third annual two-day sports extravaganza, staged at Pearl Harbor's Richardson Center recreation area.

Along with the Field Day championship for *Philip* went possession of the Commodore's Cup, symbol of athletic supremacy within DesFlot Five.

*uss Radford* (DDE 446) gained runner-up honors with its 28-point total, one point ahead of third-place *uss Taylor* (DDE 468.)

Eight Field Day records — four swimming, two track-and-field and two weight-lifting — were wrecked during the meet. *Philip's* Paul Misura took a hand in the record breaking by setting a new mark for the 50-meter breast stroke of 38.4, and also finished second in the 100-meter backstroke and swam a leg on *Philip's* winning 200-meter freestyle relay team to rank as the tourney's top individual scorer with 12 points.

Alan Copeland, *Taylor's* mighty mite competing in the middleweight weight-lifting class, not only broke his division's record but also tied the heavyweight class standard by elevating a staggering 205 pounds. Lightweight class weight-lifter Ronald Clotfelter of *uss Epperson* (DDE 719) also got into the act with a record 165-pound lift.

One of the two double record-setters in the meet, swimmer Leonard Conti of *uss O'Bannon* (DDE 450), won the 50 and 100-meter freestyle events with clockings of 29.3 and 1:09, respectively. Another *Philip* swimmer, Robert Phelan, set a new mark in the 100-meter backstroke with 1:31.8.

*Radford's* big Donald Graham broke two of his own records — with a 44' 10" heave of the 16-pound shot, and a 124' 7" toss of the heavy line. It was a real field day.

# THE WORD

## Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **INVOLUNTARY EXTENSIONS FOR SOME** — The United States, as almost every newspaper reader, radio listener and televiewer knows by now, has embarked upon an extensive build-up of its military forces. The Navy, as an integral part of those forces, is involved. To help meet its new requirements it has begun involuntarily extending (up to 12 months) the tours of active duty of some officers and of selected enlisted ratings.

Every effort is being made, of course, to obtain the bulk of the necessary additional manpower through voluntary methods (that is, voluntary requests for extensions). If requirements are not met, however, it will be necessary (as some of you undoubtedly already know) to retain men involuntarily.

These involuntary extensions began taking effect 1 September. Here's the way the picture looks as of now:

Officers whose code categories are 110X, 131X, 135X, 210X, 220X, 230X, 310X, 410X, 6XXX, 7XXX and 81XX, eligible for voluntary retirement, resignation or release from active duty in September or October 1961, are getting their requests for such retirement, resignation or release reviewed on an individual basis.

On the enlisted side, a total of 35 ratings — most of them of the critical and/or seagoing variety, are affected. Average monthly number of men holding those ratings which the Navy feels it must retain, either through voluntary or involuntary extensions, is 6000 — allocated as fol-

lows: Pacific Fleet — 2600; Atlantic Fleet — 2700; Continental U. S. — 700.

The length of extensions, according to present plans, will vary according to the rating of the individual, and the specific need for that rating in the build-up.

While authority for extensions of up to one year has been granted, an all-out effort will be made to keep involuntary extension lengths to a minimum. Whenever possible, Navy men will be notified of their extensions at least two months in advance.

Following is the list of ratings which face possible four-to-twelve months extensions: BM, QM, SM, RD, SO, GM, GMT, FT, ET, RM, YN, PN, MA, SK, DK, CS, SH, MM, BT, BR, EM, IC, SF, DC, AD, AT, AO, AQ, AB, AE, AM, PR, AK, HM, DT.

Involuntary extensions will not be necessary in the following ratings: TM, GS, MN, IM, OM, TE, CT, JO, PC, LI, DM, MU, EN, MR, PM, ML, EA, SV, CE, EO, CM, BU, SW, UT, AC, AG, TD, PH, PT, SD.

• **PATRIOTIC OPPORTUNITY** — Have you read the NavAct of 2 Aug? In case you haven't, here's a quote from it that all hands should take to heart.

"President Kennedy has portrayed the situation confronting our country, world-wide. The Congress is acting promptly on his requests for increased forces. Navy build-up requires addition of ships, air squadrons and their crews. Those trained

men now on active duty are the experienced source on which we must build. Men separated in the next 12 months will have to be replaced with inexperienced men or be held by law for an additional period of service up to one year in order to maintain a ready Navy. Voluntary reenlistments or extensions now will reduce the requirements later. Accordingly, commanding officers are directed to assure that qualified USN and USNR men whose enlistments will expire in FY 62 are informed of the present special need for their services and their patriotic opportunity to reenlist or to extend voluntarily."

The NavAct also included this statement: "The need is particularly urgent in the critical rates. There is no reduction in standards now prescribed for reenlistments and extensions as set forth in current instructions."

• **SPACE AVAILABLE?** — You'd better think twice before you walk into a MATS terminal with the idea that your request for space available transportation will receive immediate attention.

An Air Force message to all the services warns that an excessive number of servicemen and dependents apparently have the idea such transportation is an automatic procedure.

True, space available air service is a privilege extended to you and your dependents, but only if, as the method so explicitly implies, space is actually available.

Unfortunately, the MATS system doesn't operate enough aircraft to handle everyone who wants a ride. As a result, you may be denied such transportation, and should be prepared to travel by commercial means.

As OpNav Inst. 4630.12A puts it: "Neither the government nor the agency (MATS) will be obligated to continue you to your destination or



DON'T PLAY TRICKS on your shipmates. Instead, give nine of them a chance to see this copy of ALL HANDS.



return you to the point of origin."

In any case, if you do wish to apply for space available transportation, it's best to check with your local MATS representative well ahead of the day you wish to be on your way. Then, if you can't get a booking, you will have plenty of time to make other travel arrangements.

Don't, as some Navymen have done, spend valuable leave time hanging around a MATS terminal waiting for a flight. You may be disappointed.

• **SEAVEY SEGMENT 3-61** — If you are in Segment Three of Seavey, and you are eligible to come ashore, you can expect to receive orders within a few months. The first orders for your segment will be cut in October and the first transfers will be ordered for February 1962.

Don't become overanxious about your orders, however. The Chief of Naval Personnel has warned that some men in this segment may not come ashore exactly on schedule because of a scarcity of travel funds. As soon as funds do become available, however, normal Seavey/Shorvey transfers will be resumed.

The following are the sea duty commencement cutoff dates for Seavey Segment 3-61. If you went to sea in or before the month listed you can expect orders any time during or after October.

ADC, 1, 2	Dec. 1959
AD3, ADAN	Feb. 1960
ATC, 1, 2	Dec. 1959
AT3, ATAN	Feb. 1960
AOC, 1	Dec. 1959
AO2, 3, AOAN	June 1959
ABC, 1	Dec. 1959
AB2, 3, ABAN	June 1959
AEC, 1, 2	Dec. 1959
AE3, AEAN	Feb. 1960
AQC, 1, 2	Dec. 1959
AQ3, AQAN	Feb. 1960
AMC, 1, 2, 3, AMAN	Feb. 1960
PRC, 1	Dec. 1959
PR2, 3, PRAN	Feb. 1960
AG1, 2, 3, AGAN	Dec. 1959
AKC, 1, 2, 3, AKAN	Feb. 1960
PHC, 1, 2, 3, PHAN	Dec. 1959
PTC, 1, 2, 3, PTAN	June 1959
HMC, 1, 2, 3, HN	Feb. 1960
DTC, 1, 2, 3, DN	Feb. 1960

Full information may be found in BuPers Notice 1306 of 10 May 1961.

• **SERVICE WAIVER FOR NAVCAD** — You do not need to have served one year of active duty immediately preceding your application for the Naval Aviation Cadet Program.

Because of the present needs of naval aviation, the Chief of Naval Personnel has extended the waiver on the one-year active duty requirement until 30 Jun 1962.

Enlisted men have been reminded of the current need for highly motivated men in the NavCad Program, and they are encouraged to forward their applications to BuPers if they are qualified. Basic requirements are listed in BuPers Inst. 1120.20B.

• **NO PROMOTION PHYSICALS** — Promotion for most officers will no longer be contingent upon a special physical examination. The Chief of Naval Personnel will determine your physical condition by checking your records, your duty status, and your most recently recorded physical examination.

Under SecNav Inst. 6120.2 an officer is now considered physically qualified for promotion unless he is:

- Undergoing hospitalization.
- On sick leave.
- Assigned a physical limited duty status as a result of action on the report of a board of medical survey.

• Waiting to appear before a physical evaluation board.

• Awaiting final action on the recommended findings of a physical evaluation board, a board of medical survey, or a medical board.

The promotion of ensigns is normally effected by their commanding officers at the end of 18 months' service. These ensigns may be promoted without a special physical, unless they are in one of the above categories. A commanding officer may, however, order a physical exam if he considers it necessary.

Ensigns with 11XX, 13XX, 600X or 61XX designators who are known to have defective color perception, or any ensign known to suffer from chronic motion sickness, will not be considered qualified for promotion. The names of these ensigns must be reported to the Chief of Naval Personnel, via the Chief of the Bureau of Medicine and Surgery.

An officer who is considered not physically qualified for promotion by his commanding officer may still be promoted if the Chief of The Bureau of Medicine and Surgery determines that the physical disqualification was caused by wounds received in the line of duty, and the wounds will not incapacitate the officer for the performance of useful service in the higher grade.

# QUIZ AWEIGH

You should know something about naval history. Besides the personal satisfaction it will provide, it could help you pass your rating examination or an examination for officer selection. Here are a few questions about Navy battles. Are you familiar with them?

1. In 1942 the U.S. fought a battle in which appasing ships never saw each other. It was also the first major battle in U.S. naval history when surface ships didn't exchange a single shot. It was the Battle of: (a) Midway; (b) Coral Sea; (c) Guadalcanal; (d) Aleutians.

2. Another WWII battle has been called the turning point of the war in the Pacific. Four Japanese aircraft carriers and a cruiser were sunk and Japan also lost over 300 planes and a large percentage of her most highly trained and battle-experienced carrier pilots. This all happened at the Battle of: (a) Midway; (b) Coral Sea; (c) Guadalcanal; (d) Solomons.

3. In the War of 1812, Oliver Hazard Perry during one battle had his flagship shot from under him, but he escaped by rowboat to a second ship, took command, and went on to win the battle. This took place at the Battle of: (a) Lake Champlain; (b) Mobile Bay; (c) The Great Lakes; (d) Lake Erie.

4. After this battle was won by the Navy, the crew was ordered to abandon its sinking ship. They boarded the captured ship and returned to port. At one desperate point in the battle, the American captain, yelled, "I have not yet begun to fight." This battle was between: (a) Merrimac and Monitor; (b) Shannon and Chesapeake; (c) Bon Homme Richard and Serapis; (d) Constitution and Java.



5. "Damn the torpedoes! Full speed ahead!" was the slogan of this battle. Torpedoes in this case were more like mines by today's standards. They had been placed at the entrance to a body of water, and the U.S. Navy's Admiral Farragut ordered his ships to disregard the mines and attack the enemy ships on the other side. As it turned out, only one ship was sunk by these torpedoes. This happened during the Battle of: (a) Lake Erie; (b) Mobile Bay; (c) Lake Champlain; (d) Havana Harbor.

Answers may be found on page 55.



# THE BULLETIN BOARD

## If You're Looking for a Scientific Education, Try NESEP

If you're an active duty enlisted man or woman under 25, your chances for a Navy commission may be better than you think. Under NESEP — the Navy Enlisted Scientific Education Program — you may be able to qualify for an unrestricted line commission after an uninterrupted four-year education in designated colleges and universities. You earn a baccalaureate degree in one of the fields of science or engineering, after which you are ordered to Officer Candidate School or Pre-Flight School for training leading to a commission in the Regular Navy.

Upon appointment your obligation is for four years, the same as your Naval Academy or Regular NROTC contemporary.

Only enlisted men and women (Regular, Reserve, TAR) on active duty are eligible to apply for a NESEP appointment. You must be a citizen of the United States, under 25 years of age, and possess a high school diploma or satisfactory high school level GED scores. Your GCT plus ARI basic battery must be at least 118, and you must be physi-

cally qualified as outlined in BuPers Inst. 1510.69F. Minimum vision up to 20/100 each eye will be waived if glasses correct your vision to 20/20.

Also, you must be at least an E-2 at time of application, and have completed recruit training or its equivalent. A conviction by either court-martial or civil court during the two-year period preceding your application will disqualify you, unless it was for a minor traffic violation. There are no marital restrictions. Finally, you must be recommended by your commanding officer.

Many NESEP authorities agree that next to these general qualification requirements, the thing they consider most important as an eligibility factor is your record of educational activity since entering the Navy. If your service record shows you have been spending your free time in constructive learning through correspondence courses or after hours schooling, it makes sense that you would be a pretty good bet as a full time student. (Incidentally, if you were ever enrolled in a college before entering the Navy, and left

on probation with academic failures or a poor record, it would be mighty important, if not downright necessary, for you to have evidence of constructive educational activity since leaving school.)

NESEP schooling consists of regular academic and summer sessions in one of two curricula categories. Course A, Systems Engineering, is electrical engineering in electronics systems. The objective is to develop you into a competent systems engineer in the specialized area of electronics.

Course B covers a science and engineering curriculum, with major fields of study in physics, chemistry, meteorology or mathematics. You are authorized some electives and may deviate to a limited extent from your major, but not so much that you miss its theme. Your major, which is not approved until late in your sophomore year, is based on the recommendations of the university and its Professor of Naval Science.

You are permitted to take annual leave during normal school holidays, and are eligible for advancement in rating in the usual manner. Incidentally, you remain an enlisted man (or woman) while enrolled as a NESEP scholar, and may not apply for any other in-service officer procurement program.

Your NESEP education does not exceed four consecutive years, which count as a normal tour of shore duty. Normally, instruction does not continue once you've earned your baccalaureate, and this may not take four years if you have previous credits. (If you enroll with valid credits from other schools you may be admitted with an advanced standing.)

If you are eligible for NESEP, and wish to apply, BuPers Inst. 1510.69F outlines the procedure. Your letter application, following a standard format shown in the instruction, must reach the Chief of Naval Personnel no later than 1 November. Reports of your medical examination must accompany your

### Success Story, NESEP Style

Pre-flight students down Pensacola way tell the story of a youngster who thought high school was strictly for kids. He quit at the end of his sophomore year, kicked around at odd jobs for a while, then enlisted in the Navy.

One day it dawned on him that he needed an education. He boned up on basic courses through USAFI, passed the Navy GED test for high school credits, and now, thanks to NESEP, has earned a Bachelor of Science degree in electronics engineering, and is working his way through the pre-flight officer indoctrination course at NAS Pensacola.

With slight variations, this story has been duplicated by NESEP scholars many times over. Our hero, actually a real-life chief petty

officer, attended Purdue University for four years under the NESEP program. He'll be commissioned soon, and with his electronics engineering degree, will no doubt be a welcome addition to any aviation staff.

Another story making the rounds at Pensacola is about the chief who managed to earn two degrees in four years as a NESEP student at the University of Washington. While his civilian classmates were still working on their bachelors' degrees, the chief left school early with not only his BS, but a master's degree in nuclear engineering as well. He, too, will be commissioned soon, and has already applied for graduate instruction, available to him in due course, thanks to NESEP.



application. (Your physical qualifications must be determined before you are accepted in the program.)

You must obtain transcripts of any previous high school and college credits to accompany your application. (A note of caution: Any effort to conceal an academic record is considered disqualifying by all universities. It is necessary, therefore, for you to obtain transcripts for all periods of attendance in secondary or higher level schools.)

Another enclosure that must accompany your application is a handwritten statement (not more than one page) outlining your reasons for wishing to participate in NESEP. You must include in this statement your reasons for leaving any college you may have attended.

You will then be interviewed by a board of three officers, appointed by your commanding officer. They will consolidate their evaluation of you, which will weigh heavily either for or against your selection. Next you talk with your CO, who will in turn recommend you for NESEP only if he sees in you a good moral character, a motivation for career officer status, and academic potential. His recommendation will be in the form of an endorsement to your application.

Your next step up the NESEP ladder is a written examination, which your CO orders from the Naval Examining Center. (NESEP exams are administered Navy-wide, to all applicants, on the second Monday in November. Sample question: The vertex angle of an isosceles triangle exceeds each base angle by 30 degrees. Find the number of degrees in each angle of the triangle. The correct answer, taken from four possibilities: 50 degrees, 55 degrees, 80 degrees.)

If you get as far as the exam, and it doesn't slow you down, you're ready to be selected. The major considerations that go into your selection are based upon your service record, previous educational endeavor, CO's recommendation, and your exam score. Final NESEP selections are made during March of the year of college entrance.

If you are selected, you will be issued orders in plenty of time to report to the Naval Preparatory School at Bainbridge, Md., or the Service School Command in San

Diego, for nine weeks of refresher training in math, physics, English usage, and orientation in college academic requirements. This training is given during the summer, just before you enter school.

Here, too, you are interviewed; a field of study is assigned, and a college or university is designated. Before you leave prep school you are discharged and reenlisted in the Regular Navy for a period of six years. (You reenlist in the usual manner in the rating you held at discharge.) You are then ordered to the designated school to start your education in the fall term.

Once each year while in school you will be given a physical examination to make sure you are still in shape. If you are found no longer physically qualified for a line commission, you may still be retained for an appointment in the restricted Line or Staff Corps. However, if you cannot meet these commission-

ing standards, you will be dropped from the program.

Physical unsoundness isn't the only way to be dropped from NESEP. The Bureau will see to it that you are disenrolled if your academic performance is low, or if you generally don't meet officer aptitude standards.

In any case, if you should be disenrolled, you would return to the Fleet in the rate and pay grade you hold at the time, and complete your enlistment.

After you complete your second year of studies, you agree to extend your enlistment for an additional two years. Thus, by the time your school hitch is up, you will have the necessary four years' obligated service mentioned earlier.

The complete NESEP picture is outlined in BuPers Inst. 1510.69F, with such aids as sample application form, study guides, and the CO's check-off list attached.

## WHAT'S IN A NAME

### Flagstaff Insignia

Of the many ornamental devices which distinguish the rank of Navy officers, perhaps the least understood, or at least the most confusing, are the various flagstaff insignia. Actually, there are hard and fast rules governing flagstaffs Navy Regs and (DNC 27), which apply not only to the Navy, but to the other services and civilian agencies as well.

The flagstaff of a boat assigned for the use of military and civil officials may have one of five different ornamental devices, which depend on the official's rank. This includes boat staffs for the ensign and personal flags and pennants.

- A spread eagle adorns the boat flagstaff of any officer who rates a 19-gun salute (including the Secretary of the Navy and Chief of Naval Operations).

- A halberd designates a flag or general officer whose official salute is less than 19 guns, and civilian officials who rate 11 or more guns, up to 19. (An ADM rates a 17-gun salute; VADM, 15; RADM, 13.)

- A ball design is for an officer of the grade, or relative grade, of CAPT, and for a career minister, a counselor or first secretary of embassy or legation, or consul.

- A star designates an officer of the grade or relative grade of CDR.

- A flat truck is for officers below the grade of CDR, and for civil officials (not already covered) who rate honors during a visit.

Under certain circumstances, these same flagstaff ornaments may be properly used ashore. The brass ball design, which adorns the flagstaff of a gig, also tops the flagpoles at naval shore activities. For parades or office use, the proper staff ornament is the same as the one prescribed for the individual officer's boat.

Other specifications for flagstaff insignia are:

**Automobiles**—The staff used for automobile flags is topped by an ornament of acorn design, regardless of the rank of the officer or official embarked.

**Colors and Guidon**—The staff ornament used with colors, whether national or organizational, is the battle-ax, which is also prescribed for guidons.



## You Can Look Forward To Long Life After Retiring, Statistics Say

Relax, you pessimists. Your chances of living to a ripe old age are just as good as anyone else's. In fact, as a career Navyman your chances for a long life span may be even better than the average civilian's.

So what's the problem? Actually, there is none. It seems, however, that many Navy men hold a pessimistic attitude in relation to the number of years they'll live after retirement.

For example, Career Appraisal Teams frequently hear Navy men question: "The average guy doesn't live long after he retires from the Navy. . . . does he?"

Usually the pessimist tells the story about a friend who retired from the Navy one day and died the next. As a result, he's convinced that a Navy career is risky business.

This is not so, says the Bureau of Medicine and Surgery.

Although specific facts of longevity following retirement from the Navy have not been sufficiently analyzed for solid conclusions, a table prepared by the Department of Health, Education and Welfare and included in an article in the U.S. Navy Medical News Letter (of 2 Jun 1961) may be broadly applied to Navy men. It shows, for example, that if your age at retirement is 50, you could normally expect to be around to eat a slice of your 72nd birthday cake, provided, of course, your diet permits.

Here's the average life span outlook, as it might be applied to retirees:

Retirement Age	Should Live to Age (average)
35	70.8
40	71.1
45	71.8
50	72.7
55	74.0
60	75.6
65	77.6
70	80.1

Actually though, BuMed points out, your average remaining lifetime should be considerably greater than indicated in the table if you retire without a physical disability. This is simply because you represent a physically select group.

All-Navy Cartoon Contest  
Charley Wise, HMCA, USN



"We have a surprise for you, we washed your hat."

You have had good medical attention throughout your years of service, and should have, therefore, a greater life expectancy at any given age than the average citizen who did not have, or did not take advantage of, expert medical attention, and who has not profited from the Navy's carefully worked out preventive medicine programs.

On the other hand, if you retire with a physical disability, you may have a shorter remaining lifetime than that indicated in the table. It varies, of course, on the cause and degree of disability.

## List of New Motion Pictures And TV Series Available To Ships and Overseas Bases

The latest list of 16 mm feature movies and TV series available from

All Navy Cartoon Contest  
LT Billups E. Lodge, USN



"Why, yes, sir — as a matter of fact, I do plan to make the Navy a career."

the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: *Wagon Train*, *Bonanza* and *Rawhide* — Westerns; *Perry Mason* and *Michael Shayne* — Melodramas; and *Checkmate* — Drama.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

## Motion Pictures

*Swiss Family Robinson* (1767) (C) (WS): Adventure Drama; John Mills, Dorothy McGuire.

*Sanctuary* (1768) (WS): Drama; Lee Remick, Yves Montand.

*There was a Crooked Man* (1769): Melodrama; Alfred Marks, Andrew Cruicks Hank.

*Portrait of a Mobster* (1770): Melodrama; Vic Morrow, Leslie Parrish.

*Two Loves* (1771) (C) (WS): Drama; Shirley MacLaine, Laurence Harvey.

*The Right Approach* (1772) (WS): Comedy Drama; Martha Hyer, Frankie Vaughn.

*The Pharaoh's Woman* (1773) (C) (WS): Drama; Linda Cristal, Pierre Brice.

*Make Mine Mink* (1774): Comedy; Terry Thomas, Peter Sellers.

*The Alamo* (1775) (C) (WS): Drama; John Wayne, Linda Cristal.

*The Fiercest Heart* (1776) (C) (WS): Melodrama; Stuart Whitman, Juliet Prowse.

*White Heat* (1777): Drama; Virginia Mayo, James Cagney.

*One Hundred and One Dalmatians* (1778) (C): Cartoon Feature.

*Pepe* (1779) (C) (WS): Comedy; Cantinflas, Dan Dailey.

*Carthage in Flames* (1780) (C) (WS): Melodrama; Anne Heywood, Jose Suarez.

*Rhapsody in Blue* (1781): Musical; Robert Alda, Alexis Smith.

*Posse From Hell* (1782) (C): Western; Audie Murphy, John Saxon.

*All Hands on Deck* (1783) (C) (WS): Comedy; Pat Boone, Barbara Eden.

*Misty* (1784) (C) (WS): Drama; David Ladd, Pam Smith.

*The Warrior Empress* (1785) (C)



(WS): Drama; Kerwin Mathews, Tina Louise.

*Master of the World* (1786) (C): Science-Fiction.

### Television Programs

5140: TV-1 *Wagon Train* – The Shadrack Bennington Story. TV-2 *Perry Mason* – The Moth-Eaten Mink.

5141: TV-1 *Wagon Train* – The Duke Lemay Story. TV-2 *Perry Mason* – The Prodigal Parent.

5142: TV-1 *Wagon Train* – The Albert Farnsworth Story. TV-2 *Checkmate* – Terror From the East.

5143: TV-1 *Wagon Train* – The Allison Justis Story. TV-2 *Checkmate* – The Human Touch.

5144: TV-1 *Wagon Train* – The Maggie Hamilton Story. TV-2 *Perry Mason* – The Case of the Lucky Loser.

5145: TV-1 *Wagon Train* – The Colter Craven Story. TV-2 *Perry Mason* – The Desperate Daughter.

5146: TV-1 *Wagon Train* – The Horace Best Story. TV-2 *Checkmate* – Phantom Lover.

5147: TV-1 *Wagon Train* – The Tracy Sadler Story. TV-2 *Checkmate* – The Gift.

5148: TV-1 *Wagon Train* – Doctor Swift Cloud. TV-2 *Checkmate* – The Paper Killer.

5149: TV-1 *Wagon Train* – The Charlene Benton Story. TV-2 *Perry Mason* – The Case of the Lazy Lover.

5150: TV-1 *Wagon Train* – The Amos Gibson Story. TV-2 *Michael Shayne* – Dolls are Deadly.

5151: TV-1 *Wagon Train* – Weight of Command. TV-2 *Michael Shayne* – Blood on Biscayne Bay.

5152: TV-1 *Bonanza* – Death on Sun Mountain. TV-2 *Michael Shayne* – Shoot the Works.

5353: TV-1 *Bonanza* – Rose for Lotta. TV-2 *Michael Shayne* – Four Lethal Ladies.

5154: TV-1 *Rawhide* – Incident of the Challenge. TV-2 *Michael Shayne* – Murder in Wonderland.

5155: TV-1 *Rawhide* – Incident at Red River Station. TV-2 *Michael Shayne* – Death Selects a Winner.

5156: TV-1 *Wagon Train* – The Jose Morales Story. TV-2 *Michael Shayne* – Man with the Cane.

5157: TV-1 *Wagon Train* – The River Crossing Story. TV-2 *Michael Shayne* – Spotlight on a Corpse.

5158: TV-1 *Wagon Train* – The

Countess Baranoff Story. TV-2 *Michael Shayne* – Murder and the Wanton Bride.

5159: TV-1 *Wagon Train* – The Jane Hawkins Story. TV-2 *Michael Shayne* – Murder at the Convention.

### Music School Establishes Beachhead at Little Creek

Time and progress have finally caught up with the Naval School of Music. As a result, the school will be moved to a new home.

It all started back in WW II days when the school, which has been a fixture in the Washington, D. C., area since it was organized in 1935, moved into temporary buildings at the naval station.

But there was a catch. The naval station land was owned, for the most part, by the Department of

the Interior, which agreed to lend the property to the station on condition it would move out when the permit expired. It has.

If this wasn't reason enough, a new freeway will soon be pushing aside many of the naval station's principal buildings, including part of the Music School's barracks.

However, this doesn't necessarily mean Washington will be a city without a naval station. Congress is now considering legislation to provide for the construction of a new one somewhere in the area.

In the meantime, activities which can perform their missions just as effectively somewhere else will have to move on. The School of Music will be relocated at the Naval Amphibious Base, Little Creek, Va., by mid-1963.

## WAY BACK WHEN

### The Naval Committee System

Were the good old days really good? Perhaps not so far as the Navy was concerned, if you compare the first Navy administrative procedures with the system we have now.

In less than one year, at least three different committees had turns at governing the new Navy that emerged in 1775.

The first naval committee appointed by Congress was charged with buying and outfitting ships. Their selections (Alfred, Columbus, Andrew Doria, Cabot, Hornet, Fly, Wasp, and Providence) made up the first American Fleet.

Also in 1775, an Act of Congress provided that a Fleet of 13 ships equipped with 24 to 32 guns be ready the following year.

To supervise this project, another committee was appointed, this one known as the Marine Committee, which, it turned out, administered our naval affairs from De-

cember 1775 to December 1779.

The Marine Committee had 13 members, each representing one of the colonies. Like the Congress of its day, this forerunner of the Navy Department carried legislative, judicial and executive powers, but was, in fact, under the direction of Congress. (The Committeemen were also Congressmen.)

One of the Committee's tasks was to appoint commissioned Navy officers, a function which exemplified some of the growing pains suffered by the new Navy.

Instead of being appointed by the President with Congressional approval, an officer could be commissioned not only by the Marine Committee, but by its subordinate boards; by any naval commander, recruiting agent or commissioner abroad; or even by local authorities in the several states.

And, besides building and equipping our first ships and directing their movements, the Committee was charged with holding courts-martial, sending dispatches abroad, and trading American goods for European munitions.

The Marine Committee was superseded in 1779 by the Board of Admiralty, another committee type organization which consisted of three commissioners and two members of Congress. This Board, which governed the Navy until 1781, was followed by an Agent of Marine (Robert Morris).

Before the turn of the century Congress realized that the Navy's administrative department must be under one head, and, on 18 Jun 1798, Benjamin Stoddert took office as our first Secretary of the Navy.



# Here's Latest Report on Navy's Enlisted Rating Structure

**L**ATEST BIG NEWS on the personnel front has been provided by a Chief of Naval Personnel announcement establishing a hard-and-fast date for the final transition of all enlisted Navymen, Regular and Reserve, active and inactive, to a single, integrated enlisted rating structure.

Accompanying this announcement (BuPers Notice 1440 of 24 Aug 1961), was a change affecting the gunner's mate rating.

The notice redesignates the GM rating a general rating in pay grades E-8 and E-9; changes GM from a general service rating in pay grades E-4 through E-7 to three separate service ratings—Gunner's Mate (Guns), GMG; Gunner's Mate (Missiles), GMM; and Gunner's Mate (Technician), GMT; and disestablishes in all pay grades the emergency service ratings of GMA (Armorer); GMM (Mounts); and GMT (Turrets.)

In its final form (transition has been underway on a gradual basis ever since 1957) the new, all-purpose rating structure contains three classifications—General Service and Emergency Ratings.

Number one advantage of the new setup is the fact that no changes will be required in the event of partial or total mobilization. General and Service Ratings will apply to Regular and Reserve personnel, active and inactive. Reservists with

Emergency Ratings will be called to active duty only upon mobilization.

The scope and responsibilities of the three new classifications are:

- **General Rating**—Is similar to, and replaces, the General Service Rating. Reflects qualifications in all aspects of an occupational field, and assures broadly qualified petty officers. A "general rate" is the pay grade level within a General Rating.

- **Service Rating**—Is similar to, and replaces, the Emergency Service Rating. Reflects qualifications in some aspects of an occupational field, and provides specialization where desirable. A "service rate" is the pay grade level within a Service Rating.

- **Emergency Rating**—Is similar to, and replaces, the Exclusive Emergency Service Rating. Reflects qualifications in a civilian skill not identified in the peacetime Navy but required to be identified in wartime. An "emergency rate" is the pay grade level within an Emergency Rating.

For those of you serving on active duty, the new rating structure is already in effect. All changes involving inactive duty personnel are to be accomplished by 1 Dec 1961. Effective immediately, all rating structure changes and resulting procedures for changes in rating of Naval Reserve, Fleet Reserve and retired personnel not serving on active duty will be published in con-

cert with those involving active duty Navymen, instead of separately as in the past.

In the case of active duty gunner's mates, the changes involving their rating went into effect 1 October. Inactive duty gunner's mates will be switched by 31 Dec 1961. All pertinent information affecting gunner's mates, such as paths of advancement; training courses and publications; in-service training and NEC codes is contained in BuPers Notice 1440 of 24 Aug 1961.

BuPers Notice 1440 of 11 May 1961 designated FT as a General Rating, and established the Service Ratings of FTG (Gun Fire Control) and FTN (Missile Fire Control). All FT Emergency Service ratings have been disestablished.

The same Notice designated ET as a General Rating and established ETN and ETR Service Ratings. All ET Emergency Service Ratings have been disestablished.

The Teleman rating is being phased out and there is no input to the rating. The Photogrammetry Assistant Emergency Rating is to be disestablished, as is the Aviation Pilot rating.

The *Manual of Qualifications for Advancement in Rating* (NavPers 18068) describes the rates below pay grade E-4 and contains a complete description of all the ratings in the following table.

## Enlisted Rating Structure

Rating	Title	Type Rating and Pay Authorized	Rating	Title	Type Rating and Pay Authorized
BM	Boatswain's Mate	General Rating E-4 through E-9	MN	Mineman	General Rating E-4 through E-9
QM	Quartermaster	General Rating E-4 through E-9	GM	Gunner's Mate	General Rating E-8 and E-9
SM	Signalman	General Rating E-4 through E-9	GMG	Gunner's Mate (Guns)	Service Rating E-4 through E-7
RD	Radarman	General Rating E-4 through E-9	GMM	Gunner's Mate (Missiles)	Service Rating E-4 through E-7
SO	Sonarman	General Rating E-6 through E-9	GMT	Gunner's Mate (Technician)	Service Rating E-4 through E-7
SOA	Sonarman A (Airborne)	Service Rating E-4 and E-5	FT	Fire Control Technician	General Rating E-7 through E-9
SOG	Sonarman G (Surface)	Service Rating E-4 and E-5	FTG	Fire Control Technician G (Gun Fire Control)	Service Rating E-4 through E-6
SOO	Sonarman O (Oceanographer)	Service Rating E-4 and E-5	FTM	Fire Control Technician M (Missile Fire Control)	Service Rating E-4 through E-6
SOS	Sonarman S (Submarine)	Service Rating E-4 and E-5	GS	Guided Missileman	General Rating E-4 through E-9
ESB	Stevedore	Emergency Rating E-4 through E-9	<b>Group III — Electronics</b>		
ESH	Harbor Defense Sonarman	Emergency Rating E-4 through E-9	ET	Electronics Technician	General Rating E-6 through E-9
<b>Group II — Ordnance</b>			ETN	Electronics Technician N (Communications)	Service Rating E-4 and E-5
TM	Torpedoman's Mate	General Rating E-4 through E-9			



Rating	Title	Type Rating and Pay Authorized
ETR	Electronics Technician R (Radar)	Service Rating E-4 and E-5

#### Group IV — Precision Equipment

IM	Instrument Mon	General Rating E-4 through E-9
OM	Opticalman	General Rating E-4 through E-9

#### Group V — Administrative and Clerical

TE	Teleman	General Service Rating E-4 through E-7
RM	Radioman	General Rating E-4 through E-9
CT	Communications Technician	General Rating E-4 through E-9
YN	Yeoman	General Rating E-4 through E-9
PC	Postal Clerk	General Rating E-4 through E-9
PN	Personnel Man	General Rating E-4 through E-9
MA	Machine Accountant	General Rating E-4 through E-9
SK	Storekeeper	General Rating E-4 through E-9
DK	Disbursing Clerk	General Rating E-4 through E-9
CS	Commissaryman	General Rating E-4 through E-9
SH	Ship's Serviceman	General Rating E-4 through E-9
JO	Journalist	General Rating E-4 through E-9
ESE	Physical Training Instructor	Emergency Rating E-4 through E-9
ESI	Instructor (Miscellaneous)	Emergency Rating E-4 through E-9
ESF	Firefighter	Emergency Rating E-4 through E-9
ESR	Transportation Man	Emergency Rating E-4 through E-9
ESC	Chaplain's Assistant	Emergency Rating E-4 through E-9
ESW	Welfare and Recreation Leader	Emergency Rating E-4 through E-9
ESU	Booker (Motion Picture Service)	Emergency Rating E-4 through E-9
ESK	Telecommunications Censorship Technician	Emergency Rating E-4 through E-9

#### Group VI — Miscellaneous

LI	Lithographer	General Rating E-4 through E-9
DM	Illustrator Draftsman	General Rating E-4 through E-9
MU	Musician	General Rating E-4 through E-9
ESP	Photogrammetry Assistant	Emergency Rating E-4 through E-9

#### Group VII — Engineering and Hull

MM	Machinist's Mate	General Rating E-4 through E-9
EN	Engineman	General Rating E-4 through E-9
MR	Machinery Repairman	General Rating E-4 through E-9
BT	Boilerman	General Rating E-4 through E-9
BR	Boilermaker	General Rating E-6 through E-9
EM	Electrician's Mate	General Rating E-4 through E-9
IC	Interior Communications Electrician	General Rating E-4 through E-9
SF	Shipfitter	General Rating E-6 through E-9
SFM	Shipfitter M (Metalsmith)	Service Rating E-4 and E-5
SFP	Shipfitter P (Pipefitter)	Service Rating E-4 and E-5
DC	Damage Controlman	General Rating E-4 through E-9
PM	Patternmaker	General Rating E-4 through E-9
ML	Molder	General Rating E-4 through E-9
ESM	Underwater Mechanic	Emergency Rating E-4 through E-9

#### Group VIII — Construction

EA	Engineering Aid	General Rating E-6 through E-9
EAD	Engineering Aid D (Draftsman)	Service Rating E-4 and E-5

Rating	Title	Type Rating and Pay Authorized
EAS	Engineering Aid S (Surveyor)	Service Rating E-4 and E-5
CE	Construction Electrician	General Rating E-6 through E-9
CEW	Construction Electrician W (Wiring)	Service Rating E-4 and E-5
CEP	Construction Electrician P (Power)	Service Rating E-4 and E-5
CET	Construction Electrician T (Telephone)	Service Rating E-4 and E-5
CES	Construction Electrician S (Shop)	Service Rating E-4 and E-5
EO	Equipment Operator	General Rating E-6 through E-9
EOH	Equipment Operator H (Hauling)	Service Rating E-4 and E-5
EON	Equipment Operator N (Construction)	Service Rating E-4 and E-5
CM	Construction Mechanic	General Rating E-6 through E-9
CMA	Construction Mechanic A (Automotive)	Service Rating E-4 and E-5
CMH	Construction Mechanic H (Construction)	Service Rating E-4 and E-5
BU	Builder	General Rating E-6 through E-9
BUL	Builder L (Light)	Service Rating E-4 and E-5
BUH	Builder H (Heavy)	Service Rating E-4 and E-5
BUR	Builder R (Concrete)	Service Rating E-4 and E-5
SW	Steelworker	General Rating E-6 through E-9
SWE	Steelworker E (Erector)	Service Rating E-4 and E-5
SWF	Steelworker F (Fabricator)	Service Rating E-4 and E-5
UT	Utilities Man	General Rating E-6 through E-9
UTP	Utilities Man P (Plumber)	Service Rating E-4 and E-5
UTB	Utilities Man B (Boilerman)	Service Rating E-4 and E-5
UTA	Utilities Man A (Air Conditioning)	Service Rating E-4 and E-5
UTW	Utilities Man W (Water and Sanitation)	Service Rating E-4 and E-5

#### Group IX — Aviation

AD	Aviation Machinist's Mate	General Rating E-8 and E-9
ADR	Aviation Machinist's Mate R (Reciprocating Engine Mechanic)	Service Rating E-4 through E-7
ADJ	Aviation Machinist's Mate J (Jet Engine Mechanic)	Service Rating E-4 through E-7
AT	Aviation Electronics Technician	General Rating E-5 through E-9
ATN	Aviation Electronics Technician N (Radio and Radio Navigation Equipment)	Service Rating E-4 only
ATR	Aviation Electronics Technician R (Radar and Radar Navigation Equipment)	Service Rating E-4 only
ATS	Aviation Electronics Technician S (Anti-submarine Warfare Equipment)	Service Rating E-4 only
ATW	Aviation Electronics Technician W (Airborne CIC Operator)	Service Rating E-4 only
AO	Aviation Ordnanceman	General Rating E-4 through E-9
AC	Air Controlman	General Rating E-4 through E-9
AB	Aviation Boatswain's Mate	General Rating E-8 and E-9

(cont.)

Rating	Title	Type Rating and Pay Authorized	Rating	Title	Type Rating and Pay Authorized
ABE	Aviation Boatswain's Mate E (Lanching and Recovery Equipment)	Service Rating E-4 through E-7	AMH	Aviation Structural Mechanic H (Hydraulics)	Service Rating E-4 through E-7
ABF	Aviation Boatswain's Mate F (Fuels)	Service Rating E-4 through E-7	AME	Aviation Structural Mechanic E (Safety Equipment)	Service Rating E-4 through E-7
ABH	Aviation Boatswain's Mate H (Aircraft Handling)	Service Rating E-4 through E-7	PR	Parachute Rigger	General Rating E-4 through E-9
AE	Aviation Electrician's Mate	General Rating E-4 through E-9	AG	Aerographer's Mate	General Rating E-4 through E-9
AQ	Aviation Fire Control Technician	General Rating E-5 through E-9	TD	Trademan	General Rating E-4 through E-9
AQB	Aviation Fire Control Technician B (Bomb Director)	Service Rating E-4 only	AK	Aviation Storekeeper	General Rating E-4 through E-9
AQF	Aviation Fire Control Technician F (Fire Control)	Service Rating E-4 only	PH	Photographer's Mate	General Rating E-4 through E-9
AM	Aviation Structural Mechanic	General Rating E-8 and E-9	PT	Photographic Intelligence Mon	General Rating E-4 through E-9
AMS	Aviation Structural Mechanic S (Structures)	Service Rating E-4 through E-7	ESV	Aviation Pilot	Emergency Rating E-5 through E-9
<b>Group X — Medical</b>					
HM	Hospital Carpsman	General Rating E-4 through E-9	<b>Group XI — Dental</b>		
DT	Dental Technician	General Rating E-4 through E-9	<b>Group XII — Steward</b>		
SD	Steward	General Rating E-4 through E-9			

## Changes in Family Life Can Mean Changes in BAQ

A CPO's daughter set her wedding date. She saw to it that Pop got word of the glad tidings, and the chief's biggest concern, of course, was to arrange leave so he could attend the ceremonies. Chances are he never gave a thought to the effect his daughter's marriage would have on his pay. Some months later he was rudely reminded, however, when his pay record was suddenly checked for almost \$200.

What's the point of the little tale of financial woe above? It's simply this — If you are drawing BAQ (Basic Allowance for Quarters), it is your responsibility to advise the U. S. Navy Family Allowance Activity, via your disbursing officer and commanding officer, if a change occurs in the number or status of your dependents, which reduces or terminates your entitlement to such BAQ.

Changes could include:

- Marriage of a dependent (as in the case above).
- A dependent's attainment of age 21.
- A son's (or daughter's) entrance into military service.
- Death of a dependent.
- Adoption of a child or children by other parties, or
- A change in the financial condition of your parents.

If you have any doubts concerning the status of your dependents as related to BAQ, therefore, it would be wise to see your disbursing officer right away. Remember, it's up to you.

## Naval Institute Announces General Prize Essay Contest

As much as \$1500 in prize money has been put up for grabs as the top award in this year's essay contest sponsored by the U. S. Naval Institute. The contest's theme: Any subject which deals with the advancement of professional, literary

and scientific knowledge in the Navy.

If you wish to compete, your essay must be received by the Secretary-Treasurer of the Institute on or before 1 Nov. 1961. It should not exceed 5000 words; it must be type-written; double spaced; and submitted in duplicate—each copy complete in itself. Your name should not appear on the essay. In addition to a title, your essay must have a motto which appears on the title page, on the outside of a sealed envelope which contains your identification, and above your name and address inside the same envelope. The essay and envelope which contains your identification should be mailed in a large envelope clearly marked "General Prize Essay Contest," U. S. Naval Institute, Annapolis, Md.

If your essay wins the top prize (up to \$1500, a gold medal, and life membership in the Institute), or Honorable Mention (silver or bronze medal), or any special award, it will be published in the *Naval Institute Proceedings*. If it doesn't finish in the money or medals, it may be published nonetheless, and you would be paid at the rate established for non-competitive articles. (A tip: Your essay should be analytical or interpretive, not merely an exposition or personal narrative.) Winners will be announced at the annual Institute meeting on 15 Feb 1962.

All-Navy Cartoon Contest  
Chorley Wise, HMCA, USN



"The crew threw me over the side when I made chief. We were in dry dock at the time."



## New Retirement Certificate Available for Distribution

Another document has been added to the stack of papers you receive when you retire — this one a handsome certificate of retirement, which, if you frame and display, should be an appropriate item for family and friends to admire while you fill them in on your adventures at sea.

The 8½ by 10-inch document is officially known as Certificate of Retirement (Form DD 363N). It is being issued to all officers and enlisted men who retire permanently, with pay, on or after 1 Aug 1961.

If you retired with pay before 1 August, you may request a certificate from the Bureau of Naval Personnel (Pers B8), Washington 25, D. C.

### QUIZ AWEIGH ANSWERS

1. (b) Coral Sea
2. (a) Midway
3. (d) Lake Erie
4. (c) *Bon Homme Richard and Serapis*
5. (b) Mobile Bay

Quiz Aweigh may be found on p. 47.

Or, if you are in the Fleet Reserve, the Retired Reserve (without pay), or on the Temporary Disability Retired List, the certificate will automatically be issued to you when you are permanently retired with pay.

The Chief of Naval Personnel, who established the new certificate, will prepare and forward it with your retirement orders.

## Rules on Acceptance of Gifts, Use of Government Facilities

Just a reminder that no Navyman may accept any gift or hospitality "that might reasonably be interpreted by others" as being of such nature that it could affect his impartiality. Nor may he use, or permit the use by others, of government facilities, property, manpower or funds for other than official business. This includes the use of special mission aircraft and Navy cars.

A Department of Defense directive has recently been issued which governs the standards of conduct for Defense personnel with respect to the acceptance of gifts, the use of government facilities, property and manpower.

## These Are Your Chances for Advancement

In case you're still wondering how you did on those August exams, the following tabulations, indicating advancement opportunities in various ratings should prove interesting.

The figures are based on past statistics in computing the number of men likely to pass examinations and upon the best data available in calculating numbers of vacancies to be filled in August.

In instances where a service rating is not listed, advancement opportunities will be the same as listed for the corresponding general rating.

In the tables, the figure one indicates the chances for advancement are excellent. Of those passing the examinations, 70 to 100 per cent will be advanced.

Figure two means the chances for advancement are good — from

40 to 70 per cent will be advanced.

Figure three means there is a fair chance for advancement — from 15 to 40 per cent of those passing will make it.

Figure four means chances for advancement are poor. None of these ratings will be closed, but the Navy has adequate numbers in them. That means that fewer than 15 per cent of those passing will be advanced.

RATING	For Pay Grade		
	E-4	E-5	E-6
GROUP I			
BM	3	3	3
QM	1	1	1
SM	1	1	1
RD	1	1	1
SO	1	1	1
GROUP II			
TM	1	1	1
GM	2	2	2
GMT	1	1	1
GS	1	1	1
FT	1	1	1
MN	1	3	3
GROUP III			
ET	1	1	1
GROUP IV			
IM	2	2	2
OM	1	1	1
GROUP V			
RM	1	1	1
CT	1	1	1
YN	1	2	4
PN	1	2	3
MA	1	2	2
SK	1	2	3
DK	2	3	3

RATING	For Pay Grade		
	E-4	E-5	E-6
PC	1	2	2
CS	2	3	3
SH	4	4	4
JO	2	1	1
GROUP VI			
LI	3	2	2
DM	2	2	1
MU	1	1	1
GROUP VII			
MM	1	1	1
EN	2	2	3
MR	1	1	1
BT	1	1	1
BR			1
EM	1	1	1
IC	1	1	1
SF	1	2	3
DC	2	1	3
PM	2	1	1
ML	2	2	2
GROUP VIII			
EA	2	1	1
CE	1	1	1
EO	2	3	4
CM	2	3	4

RATING	For Pay Grade		
	E-4	E-5	E-6
BU	1	1	3
SW	1	1	3
UT	2	2	3
GROUP IX			
ADJ	1	1	1
ADR	1	2	3
AT	1	1	1
AO	1	1	2
AQ	1	1	1
AC	1	2	3
AB	2	2	3
AE	1	1	2
AM	1	1	1
PR	1	1	2
AG	1	1	1
TD	3	3	4
AK	2	3	4
PH	2	1	3
PT	1	1	2
GROUP X			
HM	2	2	2
GROUP XI			
DT	2	2	3
GROUP XII			
SD	4	4	4

# LETTERS TO THE EDITOR

## State Income Tax

SIR: I joined the Navy in 1956 and served overseas for about 24 months during the years of 1956, '57 and '58. When I returned, I was stationed in my home state of Virginia, where I made an income tax return for 1959-1960.

The state has now asked me to file returns for 1956, 1957 and 1958. Since I didn't know I was supposed to file a state income tax return while I was overseas, I did not keep my papers.

Can you tell me where I can get replacements in order to file a return? — J.W.C., AMSAN, USNR.

*You can obtain copies of your forms W-2 Withholding Statement by requesting them from the Commanding Officer, U.S. Navy Finance Center, Cleveland, Ohio.*

*You can obtain income tax forms, for filing for previous years, from the office with which you filed your 1959-60 state income tax return.* — Ed.

## Travel to Home of Record

SIR: My enlistment will expire soon and I expect to be separated from the service at San Francisco, California.

My home of record is Honolulu, Hawaii, but I would like to remain on the mainland for an indefinite period. Will I be entitled to transportation to my home of record whenever I decide to return to Hawaii? — A.G.O., HM3, USN.

*You are entitled to transportation to your home of record in Honolulu but you must request and perform the travel within a year of your separation from the service.*

*Since you will be separated at San Francisco, your transportation to Honolulu will undoubtedly be furnished by MATS or MSTs.* — Ed.

## Good Crew

SIR: During a ceremony aboard USS *Forrest Sherman* (DD 931) recently I presented Good Conduct Medals to 34 crew members who had chalked up unblemished disciplinary records for the past three years.

It was the sixth straight award for two of these men — C. W. Steinbronn, GM1, and C. M. Craft, TM1. Others receiving consecutive awards were A. E. Bolduc, MMC (his fifth); and L. M. McCabe, HMC, and C. E. Crenshaw, SF1 (their fourth). — CDR W. M. Montgomery, USN.

*A salute to Forrest Sherman and her 4.0 Bluejackets.* — Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Change Your Rate, Mate

SIR: I would appreciate any information regarding the possibility of advancement to YN1. Is the rate going to be open for the August 1961 exams? If not, will it be open in February 1962?

If it appears that it will remain crowded, I feel that in the best interests of the Navy and myself, I should initiate action to change my rating to one that has better advancement possibilities. — H.T.S., YN2, USN.

*Your chances for advancement to YN1 look pretty slim — for at least a few years. There may, in fact be an oversupply of senior YNs for the next five years.*

*Should you convert to a critical rating, many of which are suffering from a shortage of technicians, it would not only offer you greater advancement opportunities, but would probably fatten your wallet with pro pay as well.*

*The Navy will probably give you the green light to convert, provided of course, you are recommended by your commanding officer and are eligible. BuPers Inst. 1440.5C spells out the current procedure.* — Ed.

## You, Special Skill and Seavey

SIR: I have been on sea duty since mid-1954 and on Seavey since 1957. I understand a person is assigned under the Seavey program as follows:

First, he must be in the eligibility zone, and then he is assigned mainly by his active duty base date.

If this assumption is correct, why haven't I been ordered ashore? I have seen several of my shipmates of equal rate and time in service transferred to shore duty while I have patiently waited for orders. In each case I have had more sea duty, more time in pay grade, and in some cases more time in service.

Could there be some other reason why I do not have my orders? — R.B.M., MR1(DV), USN.

*Yes, there is another reason.*

*Since you are a diver, you are assigned from Seavey according to your Navy Enlisted Classification (NEC)*

*number, not as an MR1. That is why some MR1s junior to you have already received orders, and you have not.*

*Besides that, your choices of duty were Hawaii, Japan, Australia and Long Beach. Overseas requirements for divers are relatively few, and replacements are usually requested monthly by EPDO-Pac by NEC, plus specific rate or rating, for a specific area.*

*For example, there have been requirements recently for "PO2 5313 Japan" and "BM1 5313 Phil." You were not ordered to either of these because you didn't fit the requirements exactly.*

*Since you have been on Seavey since Segment 2-58, however, you are being ordered ashore to the 11th Naval District in accordance with your choice of naval districts within the U.S. — Ed.*

SIR: The second item of Taffrail Talk in the July issue of ALL HANDS regarding your staffer's tour of the sub paralleled my experience of a week ago.

While visiting the U. S. Naval Air Station, Lakehurst, N. J., I was treated to my first tour of a blimp.

I am not a six-footer but my girth far exceeds normal standards. I, too, had trouble with my posterior and head while climbing ladders and going through hatches. I can sympathize with your man.

I thought the quarters in the blimp seemed a little on the small side but the crew member guide was most enthusiastic about his ship and the duty.

I came away with the impression that blimpers (my term) are a group of real good guys on a par with the submariners. But let's not try to start an argument.

ALL NAVY GUYS ARE GOOD GUYS. — L.R. Fencil, Havre de Grace, Md.

*• AMEN — Ed.*

## Acting CO?

SIR: Could you tell me when it is correct for an executive officer to sign official correspondence "Acting"? — H.E.S., LTJG, USN.

*Only when you are, in fact, just what the signature indicates — acting commanding officer. Here's how Art. 1608 of "Navy Regulations" puts it: "When an officer temporarily succeeding to command signs official correspondence, the word 'Acting' shall appear below his signature."*

*Page 46 of the "Navy Correspondence Manual" (SecNav Inst. 5216.5) breaks down the different forms of signatures you may find occasion to use on official correspondence.* — Ed.



## Shore Duty of Your Choice

SIR: I am a chief personnelman in the Pacific Fleet and I am supposed to sell the Seavey system to the troops. How can I be expected to do this when it has treated me unfairly?

I was due to be transferred in Segment 1-61 and my duty preferences were in the Fifth, Sixth and Eighth Naval Districts. Recently I received word that I would be transferred to the 11th Naval District.

I also thought sea time would help when being considered for shore duty. My cut-off date to be eligible for Seavey was June 1959 and my sea tour actually began in January 1956.

And what about the DOD limitation on travel funds for Fiscal Year 1962? Since my transfer date is after July 1961, shouldn't new money be available for travel other than on the same coast?

I have 18 years of naval service and planned to transfer to the Fleet Reserve after this tour of shore duty. It would mean a lot to get closer to home during this twilight cruise.

I wonder how the billets on stations midway between the east and west coasts are being filled. I happen to know that several billets near the locations that I requested will be available this fall. Why can't I be assigned to one of them? — J.T.H., PNC, USN.

• Chief, we're surprised at you. Of all men in the Navy, you should know and be able to explain the answers to almost every one of your own questions. Let's take them from the top.

You apparently feel that you should have been assigned to one of the three districts of your choice. And well you might have expected that; a high percentage of men on Seavey do get their first choice of duty. The needs of the service must, however, come first — and you happened to be one man who was caught in this need. You have, no doubt, explained this same thing to other Navy men many times.

You also seem to be a little behind on the subject of sea time and how it affects your assignment ashore. Under the old system — before Seavey — the more sea time you acquired, the higher your name appeared on the list for the shore duty of your choice.

Seavey is different. Sea time determines your eligibility for shore duty, but it's your Active Duty Base Date (ADBD) together with your past duty history (primarily the amount of arduous sea duty) that determines how soon you come ashore and whether or not you get your first choice of duty.

We wouldn't expect you to know about the travel funds for 1962. But the way it looks now, travel funds for 1962 will be even more critical than they were in 1961. This may mean an even bigger cut in cross-country transfers.



FIRST AND LATEST — Replica of A-1 Triad, Navy's first seaplane, appears small alongside of Navy's latest model, the P5M Marlin.

Apparently you have some friends that have told you about the open billets in and around your duty choices. What your friends don't realize, however, is that the Navy is currently operating at manning level and not allowance level. There are, therefore, many open billets throughout the Navy. Each activity is given its fair share of personnel, but all billets cannot be filled.

As far as your twilight cruise is concerned, we fully appreciate your desire to be near your home on your last cruise, but you must also realize that this consideration is reserved for Regular Navy personnel who are completing 30 years of service, not 20. If all such requests were honored by the thousands of men who will complete 20 years of service in the next few years, you can imagine the overload of men that would result at certain stations. This is explained in Chapter 19 of the "Enlisted Transfer Manual."

### Why 4.0?

SIR: Can you tell me why the Navy uses the 4.0 system of marking rather than the more common percentile system? — R.P.K., YN1, USN.

• We haven't been able to find a satisfactory reason why the Navy uses the 4.0 system of grading.

We were told, however, that the Navy used the 4.0 grade scale for the first time at the Naval Academy in July 1850. It replaced a plus ten — minus ten merit system.

Apparently as an efficiency measure, the entire Navy converted to the 4.0 system in 1916. Before that a five-point system was in general use.

Maybe some of our readers have a better or more complete story. If they do, we'll probably hear from them. — Ed.

Perhaps you just didn't understand Seavey well enough. If that's true, maybe the above information will help you sell Seavey and explain to other Navy men why they cannot always get the billet they want each time they're transferred. — Ed.

### Score on Advancement Exam

SIR: I have a couple of questions about the advancement in rate examination which I took in February.

First, is the passing score set at 2.5 for all rates, or are the examinations graded on a curve which depends on the number of openings in a particular rating?

Secondly, we were told when we took the test, as always, that the tests are reviewed to find ambiguous questions and those with two or more answers. Who initiates this action? — W.J.D., HM1, USN.

• Rating examinations are graded on a normal curve, but the curve is not affected by the number of openings in that rating. Each rating, however, does have a set failing score regardless of the number of men needed to bring that rating up to strength.

The scale upon which the standard scores or grades of these examinations are reported ranges from 15 to 80. Of the men who take the examination, about half get an average grade of 50, and about one out of 1000 score the top grade of 80.

The item writer, and the education specialist, section head and department head at the Naval Examining Center at Great Lakes, review the tests before they are given. This is in addition to the many other times that they are reviewed during the actual development of the examination. As you said, they try to delete all ambiguous questions.

If it's possible for you to get a July 1960 edition of ALL HANDS (maybe from the library), you can read a full report on the advancement story. — Ed.





**DIG THESE DESTROYERMEN**—Members of *Lind Jammers II*, of USS *Wallace L. Lind* (DD 703) strike a pose aboard the Atlantic Fleet DD.

#### 703—Only DD with a Band?

SIR: The article in your April 1961 issue concerning the Navy's part-time musicians was read with a great deal of interest by men of USS *Wallace L. Lind* (DD 703), especially because we believe our band — *Lind Jammers II* — is the first part-time band formed aboard a destroyer in recent years.

The exploits of the *Jammers* have not yet earned world acclaim, but the band's performances have been praised by several high naval commands. Mainly, however, our seven-piece band has become an important factor in building morale aboard ship.

The original *Lind Jammers* were formed in 1944. Their music had become somewhat famous throughout the Pacific Fleet by the time the musicians were disbanded at the end of World War II. *Lind Jammers II* are well on their way toward a similar reputation in the Atlantic Fleet.

Our band's first official performance (January 1961) took USS *Lake Champlain* (CVS 39) and ComCarDiv 20 by surprise when we came alongside. *Champlain*, which has a band of her own, was so flabbergasted at hearing a destroyer band, she failed to muster for an answering performance before we pulled away.

Last March, after playing for a ship's party and numerous port entries and departures, the *Jammers* registered still another surprise. COMDESLANT, who was on a periodic tour of non-Newport-based destroyers, was welcomed with "Ruffles and Flourishes" and "The Admiral's March" on his arrival for the inspection.

It may not have been RADM Charles

E. Weakley's greatest moment, but from the look of gratitude — or surprise — on his face, it became one of the highlights of the *Jammers*.

About a month later, while in San Juan serving as DESLANT gunnery ship, the band received an official invitation to attend a special rehearsal of the 10th Naval District Steel Band.

During May operations with Task Force 22, our unofficial musicians received congratulatory messages from ComDesFlot 6 and ComDesDiv 22. (Our *Jammers* had invited two musically-inclined Reserve officers, LCDR Stanley F. Junemann of New York City and LT Ronald Watts of Rochester, to join in during entry into Norfolk. *Lind* feels this marked a new field of Reserve augmentation to the Fleet.)

More recently, during a midshipmen summer training cruise in which our ship participated, ADM Claude Ricketts, at that time Commander 2nd Fleet, insisted on complete "integration" of midshipmen within shipboard units. We like to think we achieved the ultimate in the admiral's policy during the last phase of the exercise—Academy Midshipmen 3rd class Middleton and Floth were enthusiastically integrated with the *Lind Jammers* for a session. —E.J. Hannon, Jr., CDR, USN, Commanding Officer.

• Thanks for filling us in on still more unofficial musicians. Your account makes it pretty clear that being an after-hours virtuoso can be a lot of fun. —ED.

#### The Rough Deck Log

SIR: When should the commanding officer sign the rough deck log? One

official publication states that the commanding officer of a ship signs the rough remarks sheet on the last day of the month, and that his signature is considered as approval for all prior entries for the current month.

NavPers 15876 (Rev. 4-56)—Instructions For Keeping Ship's Deck Log—states basically the same thing, but the part of the statement which says he should sign on the last day of the month seems to have been dropped. It does, however, state that the commanding officer's signature is considered as approval for all prior entries for the current month.

Is there a mistake in the latest revision of NavPers 15876?—ENS H. L. Brundridge, USN.

• Yes, there is an omission. Even though the publication doesn't say it, the commanding officer should sign the Rough Remarks Sheet on the last day of each month; upon detachment; on the date of decommissioning, or immediately following any situation which requires compliance with Section 0601, "Naval Supplement to the Manual of Courts-Martial United States, 1951." His signature approves all prior entries for the current month.

The actual omission in NavPers 15876 is in the part under "Instructions for Assembly and Submission, Type A Deck Log." The words, "on the last day of each month, upon detachment" were inadvertently omitted in the last printing. They will be added in the next revision.—ED.

#### Reinstating GI Insurance

SIR: I had GI insurance while serving on active duty from 23 Nov 1943 to 29 Jan 1946, after which I gave it up. Would it be possible for me to take up this insurance again? I returned to the service in October 1950, and will serve eight more years before retirement. —L.H., USN.

• Briefly, no. You cannot reinstate your GI insurance. However, assuming you didn't see the issue in which we outlined the various types of life insurance and government benefits (July 1961), we'll expand a little here to explain what you had in the line of insurance during the war, how you lost its benefits, and those that have replaced them.

Three different types of government life insurance have been issued at various times, none of which are now being written, although individual Navy-men may have retained one or another. These are:

U. S. Government Life Insurance (USGLI), issued during World War I, discontinued in 1940. Only a few old-timers who kept their USGLI in force are still covered under its provisions.

National Service Life Insurance (NSLI) was available to Navymen (and



women) who served during World War II. It was discontinued in 1951.

Servicemen's Indemnity, the \$10,000 of "free insurance" that took up where NSLI left off. This was discontinued at the end of 1956.

Now, except for service-connected disability insurance and the renewal and replacement of certain NSLI and USGLI policies, the government does not enter into new contracts.

As for the NSLI policy you held during the war, you cannot renew or reinstate it if the policy was not in force on or after 25 Apr 1951, or if you let it lapse during a break in service of more than 120 days.

Also, you cannot reinstate your NSLI if you surrendered your policy for cash, and failed to renew or reinstate it during a break in service of more than 120 days.

And, if you had a term policy under waiver, and failed to resume premium payments during a break in service of more than 120 days, you also lose it for good.

Quite obviously we could cite several of these provisions as the reason your NSLI cannot be reinstated.

Your dependents can count on a wealth of other benefits, though, including your coverage under the Servicemen's Survivor Benefits Act of 1957, which provides \$112.00 per month, plus 12 per cent of your base pay, if you die while on active duty or of a service connected disability after retirement.

Another government benefit, which you might consider a form of life insurance, is the Contingency Option Act, under which you may elect to receive a reduced amount of retired pay in order to provide your widow and children (under age 18) with a monthly income. You must exercise this option before you complete 18 years' service for pay purposes. Deductions from your retired pay are automatic.

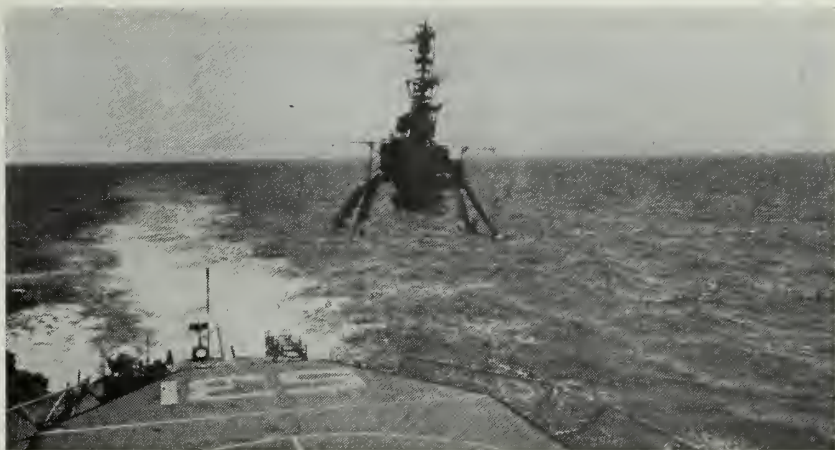
There are many other government benefits available to the survivors of deceased Navymen as outlined in the July issue. (death gratuity, burial allowance, medical care, etc.). — ED.

### First Ashore in Lebanon

SIR: Would you kindly tell me which ship landed the first boat of troops at Beirut, Lebanon, in 1958? Was it *uss Monrovia* (APA 31), or *Capricornus* (AKA 57)?—E. E. N., IC3, USN.

• Both ships arrived off Beirut on 15 Jul 1958 (Task Unit 61.1.3). *Capricornus'* deck log shows she was anchored off Red Beach at 1354 and commenced off-loading boats and troops at 1357.

*Monrovia* anchored at Southern Beach at 1400 the same day and debarked her Marines and equipment at 1405.



**PILOTLESS**—Navy's drone antisubmarine helicopter (DASH) hovers in free flight over copter landing platform on *USS Hazelwood* (DD 531).

Based on these log entries, *Capricornus* was first by eight minutes.—ED.

### Half-Mast While Underway

SIR: I have seen various ships fly the national ensign at half-mast while underway in port. Is it proper to close up the ensign from half-mast upon getting underway? I am of the opinion that the ensign is left at half-mast upon getting underway, and can find nothing in the books to contradict this. Can you clarify?—P.R.W., SM2, USN.

• Whether underway in port or underway at sea, the national ensign is flown from the same place—the gaff. If the ship is not underway, the ensign is displayed at the normal flagstaff half-mast position. When the ship does get underway, it is a matter of simultaneously lowering the flagstaff ensign and displaying another at the gaff.

This procedure is spelled out in Art. 115.1 of "U.S. Naval Flags and Pennants, Descriptions, Uses and Customs" (DNC-27). "In half-masting the national

ensign it shall, if not previously hoisted, first be hoisted to the truck or peak and then lowered to half-mast. Before lowering from half-mast, the ensign should be hoisted to the truck or peak and then lowered."

However, if your ship or the ships to which you refer are extremely small, or constructed so there is but one place to display the ensign, as your question indicates, the in-port flagstaff would also be the underway gaff.

In such cases the same flag serves as both in-port and underway ensign, is already in the half-mast position, and would be left as is upon getting underway. If this is the point of your question, your opinion is correct.

Incidentally, an underway ship standing off port would continue to fly the ensign at half-mast.

Also, if you shift one set of half-masted underway colors for another, you would two-block the first before bringing it down to deck level, and would also two-block the second before it is lowered into position. — ED.

### Disputed Record

SIR: In the August edition of *ALL HANDS* on page 39, you mentioned that *uss Coral Sea* (CVA 43) claimed to be the first CVA used exclusively as an attack carrier in the Seventh Fleet.

We would like to point out that *uss Ticonderoga* (CVA 14) operated as an all attack carrier for five months during her 1960 WestPac cruise.

The air group was supplemented with two VMA squadrons flying A4Ds. They performed admirably. Those Marines could change a wheel in less time than it takes to ask permission. We never missed a launch.

We also won the Battle Efficiency E that year.—A.C.W., LCDR, USN.

• *ALL HANDS* is usually wary of anything that is first, unique or the most, but we "can't win 'em all." Now we'll toss your clay duck into the air for pot shots by other carriers.—ED.

### Catapult Mishap

SIR: After I read Taffrail Talk in the June issue of *ALL HANDS*, I was reminded of a similar event.

The pilots of our squadron (VC-75) were getting catapult shots from the rig installed at Ream Field during the summer of 1945.

A young Reserve LTJG was catapulted. Everything would have been OK but his hook fell out and engaged the catapult wire. The net result of this misfortune was one of the shortest flights ever recorded.

No damage was done, however, and, after he regained his composure, he was catapulted routinely.

You may be certain the hook was securely locked up this time.—W. B. Chamberlin, LCDR, USN.

• It has been our observation that a number of LTJGs get hooked, although not usually by catapult wires.

—ED.





**CONVENTIONAL ASSIST**—First nuclear-powered surface ship, *USS Long Beach*, CG(N) 9, gets boost into port by tugs at Boston Naval Shipyard.

#### Minimum Age for Navy Drivers

SIR: Must a construction worker in the Seabees be 21 years of age before he is permitted to operate heavy equipment for snow removal and earth work? If there is an official order to this effect I would appreciate knowing in which publication it appears.

Also, what is the minimum age requirement for obtaining a Navy driver's license? — J.R.M., EON2, USN.

• *The minimum age for obtaining a Navy driver's license is 18. The instruction which covers this is NCPI 5100.9-2. Drivers of emergency equipment, such as ambulances and crash equipment, however, must be 21.*

*There are no official instructions which specifically apply to the minimum age for drivers of heavy equipment for snow removal and earth moving. This is for your station's commanding officer to decide. At most commands, the minimum in this respect is 18.* — ED.

#### Not So Wild About the Blue Yonder

SIR: One of the men in my unit would prefer shipboard travel instead of air transportation when he travels under orders to his overseas duty station.

Has there ever been a regulation on the books which permitted a person to refuse to fly? Is this regulation still in effect, and if so, where can it be found? — A.R., YN1, USN.

• *Military personnel under orders to fly must fly, according to a decision of the Judge Advocate General of the Navy dated 5 Feb 1947, approved by*

*the Secretary of the Navy on 6 Mar 1947.*

*We have been unable to ascertain if there ever was a regulation which permitted Navymen to refuse to do so.*

*Would it help if he just tried not to look down?* — ED.

#### Anywhere Atlantic Anyway?

SIR: In the *Enlisted Transfer Manual* there are designators "Anywhere in South America," "Anywhere in Europe," etc., which I understand. But I am

#### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, *ALL HANDS* Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four months in advance.

• *uss Leedstown (AP 73)* — The 12th annual reunion is scheduled for 11 November in New York City. For more information, write to Frank A. Wiseman, 104 West 83rd St., New York 24, N.Y.

• *uss Stafford (DE 411)* — The second annual reunion will be held on 14 October at the Ambassador Hotel, Rochester, N.Y. For details, write to Elias Lipschutz, 119 Saranac St., Rochester 21, N.Y.

• *uss Redhead (AMS 34)* — A reunion is planned for those who served on board during the Korean conflict. For additional information, write to John L. Olivier, P.O. Box 246, Sunset, La.

stumped by "Anywhere Atlantic." Since the world seems to be covered without the Atlantic designator, I can't fit it in.

Several explanations have been given. Can you give the correct answer? — C.H.T., JO1, USN.

• *Anywhere Atlantic (ATL) is an all-inclusive term which takes in overseas areas under the control of CINCLANTFLT.*

*This includes all of South America, the Caribbean area, Europe, Africa, Greenland, Iceland, Newfoundland, the Azores and CINCLANTFLT activities in any other area.* — ED.

#### Sub Recruiting 40 Years Ago

SIR: I recently purchased several books and pamphlets at an old-and-used-book store in Washington, D. C. In leafing through one of them later, I discovered several sheets of paper folded up and tucked between two pages — apparently placed there and forgotten by some previous owner of the volume. Further examination showed the papers to be documents relating to the U. S. Naval Submarine Service, and some new recruiting rules established for that organization way back in 1920.

I have forwarded this material to you in the hope that you and your readers, especially the submariners among them, might find them interesting and informative. — Mrs. Dorothy K. Loveless.

NAVY DEPARTMENT  
BUREAU OF NAVIGATION  
WASHINGTON, D.C.

April 9, 1920

From: Bureau of Navigation.

To: Navy Recruiting Officer, 19 Congress Ave., New Haven, Conn.

Subj: Ex-Army men for Submarine Duty.

1. You are authorized to enlist desirable Ex-Army men for Submarine Duty and to transfer them directly to the Submarine Base, New London, Conn., for the above duty.

2. Report to the Bureau by letter the number of Ex-Army men enlisted per week for Submarine Duty.

3. The Recruiting Officer must use very keen judgement in enlisting Ex-Army men for Submarine duty as these men must be unquestionably good men.

L. B. Parterfield  
By Direction

U. S. NAVY RECRUITING STATION  
19 Congress Avenue  
New Haven, Conn.

Dear Sir:

The enclosed orders dated April 9, 1920, open the Navy Submarine Service to Ex-Army men.

The Submarine Service is the highest paid and most popular service in either the Army or the Navy.

To date men for the Subs were SELECTED from the General Naval Service. It has been a "closed corporation," and this is the first time direct entry into the sub-



marine service has been permitted.

The demand for increased personnel to man the new R and S type boats — the newest, fastest, safest Subs in the world — has caused the government to authorize me to enlist Ex-Army men for this duty.

Read the enclosed order and note that I am cautioned to exercise "keen judgement."

I am enclosing a more detailed description of the offer to you, and also some dope on Submarine Service.

The Sub game is a man's game, and ONLY Ex-Army men are eligible to go into it direct. I can obtain a discharge for an Army Reservist to enlist in the Navy.

Drop into the Navy Recruiting Station at 19 Congress Avenue and talk the matter over or mail the enclosed postal, no postage required.

You should consider this offer carefully. This opportunity is too good to last long. I will be glad to talk it over with you.

G. A. Beall  
LCDR, U.S.N.

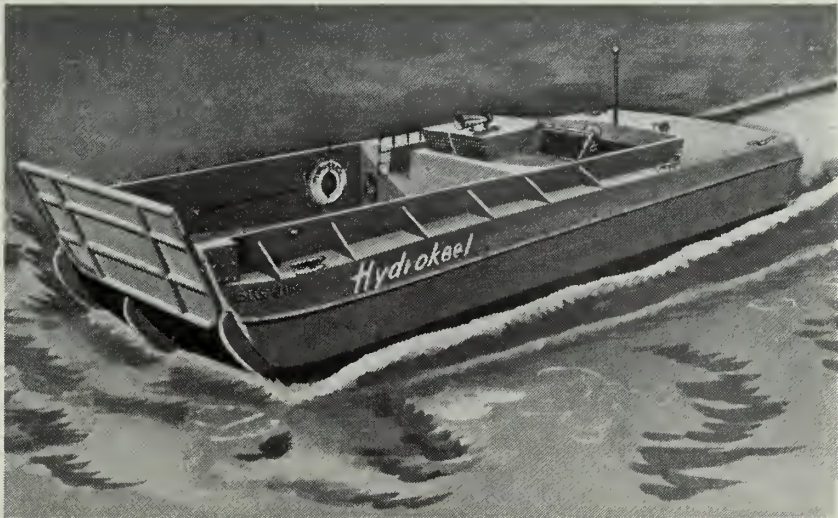
NOTES ON SUBMARINE SERVICE

You will live on the Sub only while cruising — in port you live on a tender (mother ship) or on shore in barracks.

Submarine duty is, in effect, "shore duty," in that you have a permanent home port, or can obtain assignment to a Submarine Base.

Men on board Submarines receive \$5.00 a month extra pay, and a Submarine man also receives \$1.00 a dive, up to \$15.00 a month (for fifteen dives), so that the extra pay on board a Submarine may be as high as \$20.00 a month, and usually averages between \$15.00 and \$20.00 for qualified men.

By reason of the small number of men on board a Submarine — about 35 — and the fact that all but one or two are supposed to be rated men, the chances for promotion are better than in any other branch of the Army or Navy.



SPEED BOAT — Artist's conception shows topside appearance of Navy's new landing craft scheduled for evaluation within a year.

Submarines are permanently assigned to Shore Base at New London; Hampton Roads, Va.; Key West, Fla.; and Coco Solo, C.Z. Subs are also based at San Pedro, Calif. (the port of Los Angeles, Calif.), and Pearl Harbor, Hawaii. Two Divisions of Submarines operate from tenders with the Atlantic Fleet.

The R and S boats — the ones for which you will be trained — are capable of extensive and comfortable cruising, many of the old discomforts of submarining having been done away with by modern improvements.

The Submarine Service is the best paid, most interesting, most exciting, and most popular branch of the Service.

It is a privilege to belong to it. The team spirit of a Sub's crew is famous in the Navy. You will never meet a Submarine man who will not declare, and be willing to fight to prove, that his Sub is the fight- ingest, divingest, shootingest Submarine in

• Our thanks to contributor Loveless who has furnished us with a glimpse into some of the doings of the Submarine Navy of 40-odd years ago.

It can also serve as yet another reminder to those among us who are always quick to believe that the newest and the latest must, of necessity, be the ultimate. Those Submariners of the 1920s, veterans of service in some of the unbelievably small, cramped, wheezing, chugging, stifling hulks which had gone before, sincerely believed that the then-new R and S boats represented the last word in comfort and design, yet they were a far, far cry from the nuclear subs we know today.

One thing, however, we feel sure will never change — the famed (and authentic) esprit de corps of the underseas service expressed in the concluding paragraph of "Notes on Submarine Service" reproduced above. — Ed.

**...how to send ALL HANDS to the folks at home**

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.

**YOU CAN'T HELP** but be better informed if you choose to browse through your ship or station library. Aviation and submarines, World War II, how to pick up the rudiments of almost any language—these subjects and others are covered in this month's selections.

Consider, for example, *The Seas and the Subs*, by Ed Rees. This is primarily a discussion of the problems involved in defending our shores from submarine attack, while preparing retaliatory submarine efforts of our own should war with Russia break out. During the past five years, a new concept has developed within the Navy which has placed it on the first line of defense. This book describes why and how the Navy combined the atomic sub with *Polaris*, the Fleet ballistic missile, the new tactics and strategy involved, and the aims and policies behind it all. It also describes the men—Admirals Burke, Raborn, Thach, Rickover and others—who shaped one of the greatest military breakthroughs in the history of warfare.

*Air Bombardment*, by Air Marshal Sir Robert Saundby, is not quite so portentous, but Sir Robert still manages to cover a lot of ground. He starts with the yarn of Sinbad the Sailor and his two giant rocs which sank a ship with stones, then develops the story into the 20th Century with its almost frighteningly rapid development of the bombing plane. Although the author's interest lies primarily—understandably enough—with the Royal Air Force, he tells the histories of other air forces fairly and well. Some of the most interesting chapters deal with the early trials and failures of the bombing plane through World War I. He touches on the geopolitical importance of the then new weapon, then goes into the role the bomber played against Germany, Italy and Japan in World War II. He ends with his views of today's bombers versus rockets.

*The Sands of Dunkirk* by Richard Collier, is a re-creation of one of the greatest evacuations in military history—those nine days at the end

of May and beginning of June 1940, when 338,000 British and French troops were taken off the beach at Dunkirk and ferried across to England and safety. To get the story, Collier interviewed more than 1000 participants, from high ranking officers to footsoldiers and seamen, and both Allied and German printed and manuscript sources. All this serves to make a vivid and realistic account of a truly heroic phase of history. It was also this incident which gave rise to some of the most stirring words in the English language: "We shall fight on the beaches, we shall fight on the landing-grounds, we shall fight in the fields and in the streets, we shall fight in the hills . . . We shall never surrender."

*The Road Past Mandalay* by John Masters, is also concerned with World War II, but half the world away. Masters is, of course an old hand at story telling, and the facts of his professional training, the details of strategy and tactics in jungle warfare behind enemy lines in Malaya, make good reading. In this second volume of his autobiography, he gives his story that extra little lift that takes it out of routine I-was-there chronicles. He also has some pretty blunt words concerning the men who attempted to direct the war in that area.

*Germany Between Two Worlds*, by Gerald Freund, may not be available at all libraries, but is well worth while if you can find it. Freund maintains that Germany, in the pull between East and West, is suffering from schizophrenia. Whether the disease is better than the possible cures is discussed frankly and thoroughly in this critical history of post-war Germany.

*Talking Your Way Around the World*, by Mario Pei, and *Japan*, by Edward Seidensticker and the editors of LIFE magazine, also help to give this month's selections an international flavor. *Talking* is a collection of popular articles by a leading language expert which forms a guide to the principal languages of Europe (British English, German, French, Spanish, Portuguese, Italian,

Russian, Latin and Esperanto), Africa (Swahili) and Asia (Chinese and Japanese). It also includes a chapter on pidgin languages throughout the world. Each article describes the languages and includes phrases the tourist will find useful. In addition, there is general background information about the people who speak these languages and about other languages not fully treated.

*Japan* is one of a series of LIFE's World Library efforts, and is handled in typical LIFE style. The illustrations are, of course, excellent and the editors attempt to cram into 160 pages the summation of their knowledge and understanding of the 90 million people of Japan who are now going through a period of transformation and upheaval of many of their beliefs.

Upheaval is also the theme of the novel, *The Red Fountain*, by Jeanne Montupet. Concerned with the conflict in Algeria between the natives and the French who, in this case, have struggled with the land for 125 years, it poses an almost insoluble problem. This is a family saga which recaptures the feel and spirit of the old Algeria, bringing the story up to the third generation and providing understanding of the factors which exist in Algeria today. The earlier settlers were idealists, willing to cope with murdering tribes, drought, plague, locusts and disease in order to convert raw and unproductive acres into a rich land bearing its harvest of wine grapes. However, the present generation is no longer content with this.

Few such problems are posed by *Dive in the Sun*, by Douglas Reeman. This is a straight adventure novel which is concerned with a suicide mission in World War II executed by four men in a midget submarine. They are supposed to destroy a floating dock in the Adriatic only days before the scheduled Allied invasion of Italy. As might be expected, the sub runs into trouble and the crew is saved only by the intervention of the beautiful daughter of a collaborationist.

You'll find an excellent sea yarn in *Master of this Vessel*, by Gwyn Griffin. The setting is the ship *San Roque* which, although it flies the Panamanian flag, is actually of the Italian merchant marine on its run from Naples to Australia. There's more to it than the usual storm-at-sea sequence, but it has that, too.



# DECORATIONS & CITATIONS



## DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ **ROSS, Malcolm D.**, CDR, USNR, for heroism and extraordinary achievement while participating in a balloon flight on 4 May 1961. In a flight for the purpose of testing equipment and collecting scientific and medical data, Commander Ross attained a height of approximately 113,500 feet, a height greater than ever before achieved by man in a balloon. Through his outstanding professional ability, courage, and devotion to duty, he made a significant contribution to the scientific knowledge and to the advancement of the Navy and the United States in the fields of flight in upper air and in space.



## LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service in the Government of the United States . . ."

### Gold Star in lieu of Second Award

★ **WITHINGTON, Frederic S.**, RADM, USN, for exceptionally meritorious conduct in the performance of outstanding service as Commander United States Naval Forces, Japan, from April 1958 to April 1961. An inspiring leader and diplomat, Rear Admiral Withington has been eminently successful in implementing the spirit of the People-to-People Program throughout his command, resulting in the strengthening and furtherance of cooperation and friendship between United States naval personnel and the Japanese people.

★ **BRIGGS, Harold M.**, RADM, USN, for the performance of outstanding service from October 1958 to June 1961 as Director, Pan American Affairs, Naval Missions, and Advisory Groups Division, of the Office of the Chief of Naval Operations. Displaying a unique diplomatic ability and a capacity for understanding the problems faced by Latin American contemporaries, Rear Admiral Briggs has won their unrestrained confidence and their support for a series of interservice conferences of branch chiefs. He initiated and promoted the Inter-American Naval Con-

ferences and *Operation Unitas*, the annual antisubmarine warfare exercise with South American navies. Rear Admiral Briggs also promoted the establishment of a communications network among the chiefs of the American navies.

★ **CRABTREE, Alan B.**, LCDR, USN, for exceptionally meritorious conduct in the performance of outstanding service from 1 Dec 1959 to 16 Feb 1961 as Commanding Officer, *uss Sunbird* (ARS 15). During operations in support of the *Polaris* Fleet Ballistic Missile Program, LCDR Crabtree made important and significant contributions to the development of equipment and seamanship techniques for recovery of missile launch test components, thereby greatly increasing the efficiency of the *Polaris* Test Program. On 16 Jan 1961, in response to a call for assistance at the site of the collapse of U. S. Air Force Texas Tower Number Four, he quickly arrived in *Sunbird* and assumed command and direction of the rescue and salvage operations. Although confronted with almost constant sub-freezing, and periodic sub-zero temperatures, high winds, heavy seas, and driving snows during the following 30 days, LCDR Crabtree directed a complete and thorough search for casualties and conducted an underwater investigation into the location and cause of structural failure, successfully completing the extremely hazardous operations without injury to personnel and with only normal operational attrition of equipment.

★ **DUDLEY, Paul L.**, RADM, USN, for the performance of outstanding service as Special Assistant to the Joint Chiefs of Staff for Disarmament Affairs from December 1959 to June 1961. An extremely able officer and diplomat, Rear Admiral Dudley has provided this nation distinguished service in one of the most difficult and demanding positions in the Department of Defense. During this period, he served as the Senior U.S. Military Advisor and as the representative of the Secretary of Defense and the Joint Chiefs of Staff at the Conference of the Ten-Nation Committee on Disarmament in Geneva, making superlative contributions to the preservation of national security by clearly and forcefully presenting the military position in each of the highly complex subjects involved.

★ **HARRIS, Robert G.**, CT3, USN for heroic conduct on 26 Nov 1960 while serving with the U. S. Naval Security Group Detachment, Taiwan Defense Command. Upon discovering a fire in

the hostel where he was billeted with approximately 40 others, Harris, along with another servicemen, immediately began to awaken the other occupants by kicking on the cubicle doors and shouting a warning. Although he left the blazing and smoke-filled building after alerting the others, he re-entered shortly and, in the face of blinding smoke and intense heat, checked each bed to make certain that no one remained in the building. Only after the roof of the building began to fall did he leave. By his prompt and courageous actions in an emergency, Harris was directly instrumental in preventing any injury or loss of life.

★ **ROSE, Rufus E.**, RADM, USN, for outstanding service as Deputy Defense Advisor, United States Mission to the North Atlantic Treaty Organization and European Regional Organizations and as Deputy Defense Representative, North Atlantic and Mediterranean Areas (DEFREPNAME), from 15 Jul 1958 to 12 Jul 1961. During this period, Rear Admiral Rose was responsible for initiating and expediting the development of Department of Defense views, policies and positions on military, political, economic and financial matters pertaining to the North Atlantic Treaty, the Middle Eastern and other areas under the cognizance of the United States Mission to NATO and the DEFREPNAME.

★ **STEINKE, Harris E.**, LT, USN, for the performance of outstanding service from July 1960 to May 1961 as Director Submarine Escape and Rescue Department, U.S. Naval Submarine School, New London, Conn. During this period, LT Steinke designed, supervised the manufacture of, and successfully tested a new, safe and effective submarine escape appliance. The device improves the probability of individual escape from submarines by permitting near normal breathing during ascent. Demonstrating the validity of the principle of his device in the training tank at New London, Conn., LT Steinke repeatedly exposed himself to high atmospheric pressures with exceptionally short periods of compression and with the attendant dangers of nitrogen narcosis, decompression sickness and air embolism. On 3 Mar 1961, in waters off Key West, Fla., he courageously proved the usefulness and reliability of his invention by executing an individual ascent from a bottomed submarine at an escape depth of 318 feet — a depth in excess of that for any previously known individual escape.



# TAFFRAIL TALK

EVERY ONCE IN A WHILE we get filled up to here with the sober-sides atmosphere which seems to have filtered into practically every nook and cranny of this old planet in this day and age.

Does *everything*, we often reflect, just have to have world-wide consequence, and be filled with deep, dark portentousness?

All of this is just another way of saying that we're fond of saving this spot in the magazine for the off-beat, less-than-earth-shaking item. In this vein, this month, we offer:

Derek Holden, an NAS Los Alamitos, Calif., airman recruit who lays claim to the strangest middle name in the U. S. Navy.

Seems Derek's mother couldn't decide upon a middle name for the new arrival. Then a small neighbor girl, industriously pecking away on the second and third rows of a handy typewriter, accidentally solved the dilemma. The child, it developed, had been practicing her one-finger artistry on young Holden's birth certificate—and out of the mouths (or fingerprints) of babes was good enough for Mrs. Holden. Her son's full name became, for the records, Derek Poiuytrewqlkh Holden.

★ ★ ★

Then there's Photographer's Mate Third Class Elmer Cook, USN, currently attached to Heavy Photographic Squadron 62 at NAS Jacksonville.

Tennessean Cook, you see, spends a lot of his spare time writing songs.

Some three years ago he penned a rock-and-roll ditty, hopefully sent it off to a Hollywood recording company, and sat back to wait for the money to roll in. This past February, finally, the company did indeed turn out a platter, with Cook's song featured on one side. And just the other day the young photographer-tunesmith got his first royalty check, representing his share of the profits. It was for 13 cents.

★ ★ ★

Switching from mere man, and his foibles, for a moment, we come to the amazing machine conceived and constructed by three engineers at the Naval Air Development Center, Johnsville, Pa. A computer of sorts, it's a thus-far unbeaten whiz at its one and only specialty—ticktacktoe.

Composed of some 160 diodes, 34 tubes, 18 relays and a rat's nest of wires, it is not, we're told, the first machine ever built able to play ticktacktoe, but it may well be the smallest. And with today's ever-increasing emphasis upon miniaturization in electronics, the boys at Johnsville hope eventually to be able to reduce the amount of decision-making this computer represents to the size of a couple of packages of cigarettes.

We were, we'll admit, more than a little impressed with the machine's undefeated record—until one of our staffers, who doesn't buy the currently popular theory that machines will one day dominate man, and who just loves to throw cold water on this type of thing, asked whom it had ever beaten.

Truthfully, we couldn't answer him. Our Johnsville informants had neglected to make it clear whether the machine was beating, or merely tying, its human opposition.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipments, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and far victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

**DISTRIBUTION:** By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

**PERSONAL COPIES:** This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. The rate for **ALL HANDS** is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address far overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.

• **SAILING WITH SIXTH FLEET**—The destroyer Joseph P. Kennedy, Jr. (DD 850) is seen taking off with a spurt after being refueled during Fleet exercises. The DD is now back on the East Coast.





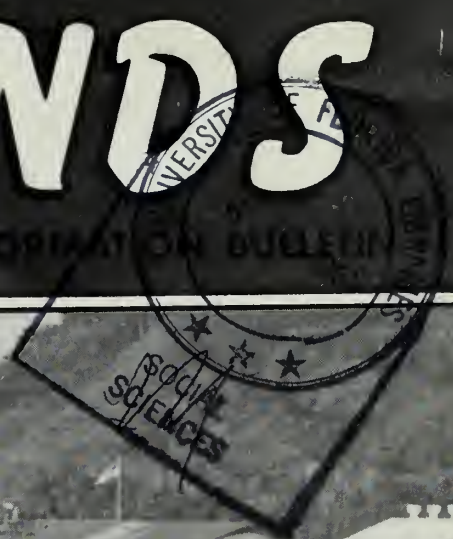


**PEOPLE TO  
PEOPLE**



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
THIS COPY ALONG

359.05  
416

NOVEMBER 1961





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1961 Nav-Pers-O NUMBER 538

VICE ADMIRAL W. R. SMEDBERG III, USN  
The Chief of Naval Personnel

REAR ADMIRAL A. S. HEYWARD, Jr., USN  
The Deputy Chief of Naval Personnel

CAPTAIN J. L. COUNIHAN, USN  
Assistant Chief for Morale Services

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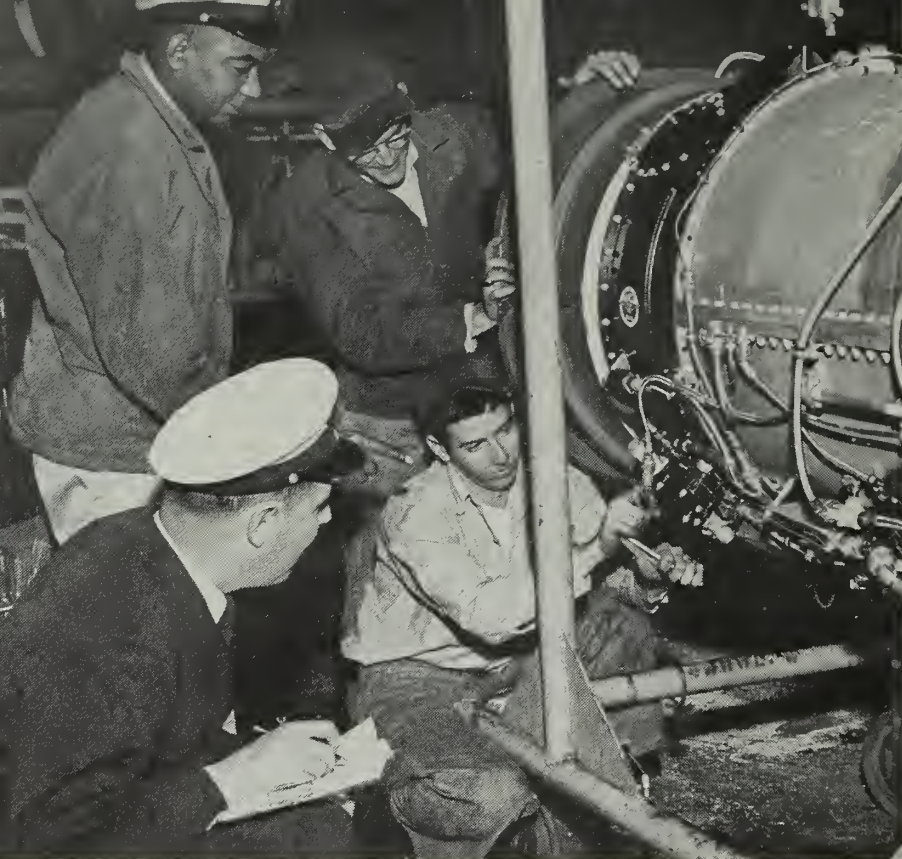
Don Addor, Layout & Art

French Crawford Smith, Reserve

• **AT LEFT: WAY DOWN SOUTH**—Navy's Deep Freeze VII is now underway, continuing operations in Antarctica. This scene of *USS Burton Island* (AGB 1) following *USS Glacier* (AGB 4) through the Bellingshausen Sea is taken from an earlier expedition.

• **FRONT COVER: MULE TRAIN**—Destroyer escorts *USS Courtney* (DE 1021), *USS Cromwell* (DE 1014) and *USS Hammerberg* (DE 1015) pass through the locks at Pedro Miguel simultaneously during transit of Panama Canal.

• **CREDITS:** All photographs published in **ALL HANDS** are official Department of Defense photos unless otherwise designated. Photo top page 14 by *Milwaukee Journal*, bottom by *Toronto Star*; top page 15 *Detroit News* bottom by *Chicago Sun-Times*.



FWSG TEAM member takes notes as check crew for VA-126 replaces oil filter of an A4D.

The sub tender was only doing what some 20-odd other ships and stations have done since the two Fleet Work Study Groups (FWSGs) were formed in mid-1960 — taking advantage of the services of trained experts to help bring about a more effective use of men and equipment.

**W**ORK STUDY PROGRAMS, while still new to the U. S. Navy, are anything but a new idea. The Royal Navy has sponsored a similar and much more extensive undertaking for several years now. Time/motion studies, and the cold-eyed omnipresent efficiency expert, are accepted as integral cogs in most modern-day big business organizations.

By whatever name, however, the aim's the same: To utilize the management tool of work study to further the development of systematic and efficient management practices. As far as the Navy is con-

# FWSG Lends Helping

**O**NE DAY LATE IN 1960—just about a year ago now — a group of Navymen reported on board the submarine tender USS *Bushnell* (AS 15) in the Atlantic for TAD. They promptly turned out to be one of the most inquisitive groups you could ever want to meet.

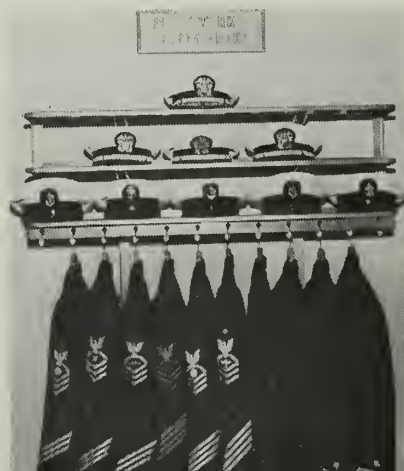
For the next 60 days or thereabouts, they popped up here, there and everywhere from *Bushnell's* bow to her stern. They bent innumerable ears; they peered over hundreds of working shoulders; they pored over reams of reports, schedules, check-off lists, training and preventive maintenance records. And always, but always, wherever and whenever they turned up — from machine shop to mess deck, from battery racks to boiler room — they took notes. Enough notes, as a matter of fact, to comprise a 60-page document.

Who were these men? Why didn't the tender crew toss the lot of them overboard for a bunch of Nosy Parkers long before the 60 days were up?

The clipboard-armed sailors, it

developed, were a team from a then-spanking-new outfit known as the Fleet Work Study Group, Atlantic, operating out of Norfolk, Va. (They've a counterpart group working out of San Diego, known, naturally enough, as the Fleet Work Study Group, Pacific.)

And the reason their prolonged siege of busybodyness failed to rouse their hosts into some violent form of remedial action was simply this: They were an invited — and mighty welcome — set of visitors.



cerned, those four-bit words mean investigating all the angles to help you and your fellow crew members operate your ship just as efficiently, as effectively, and as cheaply as possible.

At first blush the activities of the FWSGs might strike you as a prime bit of presumptuousness. After all, where does a chief personnelman get off telling a veteran technician how to do his job?

The point is, though, that it isn't necessary for a study group team member to have a complete working knowledge of a particular rating. His applications of time/motion, work-flow and other industrial engineering techniques are concerned mainly with helping the expert who actually does the work to do it faster, and more efficiently.

Few of the work study practitioners, for example, would even pretend to know as much about electronics as the ET who works with the gear. In a study aboard a typical fighting ship, however, they might discover that the ET is forced to take a lot of unnecessary steps each



day because electronic spare parts are stored half-a-ship-length away from his normal work space. Or they might find that this same ET has literally become so buried in a deluge of daily, weekly, monthly, quarterly and annual reports and forms that he's left with insufficient time to perform the very tasks all of this paperwork is supposed to record.

These are things which reduce a fine technician's efficiency and production — through no fault of his own. And they're things which the FWSC teams can do something about.

**D**URING ONE OF THEIR STAYS aboard an Atlantic Fleet aircraft carrier, an FWSC Lant team prepared a flow chart which aptly demonstrates just how bad the situation can become when a command allows itself to become bogged down in its own self-spawning paperwork. It chronicles a flight-deck sailor's journey through a jungle of red tape in quest of a new pair of flight-deck shoes —

# land

and it would be funny if this ship were an isolated case.

It isn't.

In the case in point, the hapless sailor's bid for new brogans carried him through a total of *26 separate and complete operations*, 14 of which found him doing nothing more productive than waiting to see someone. It involved walking some 2072 feet, two different visits to both the squadron storekeeper and the Supply Officer, and a total of *127.9 minutes*

That, as you can easily see, adds up to more than two hours off the job. Multiply this by the hundreds of carrier crewmen who repeat the evolution in any given year, and it adds up to an unacceptably high figure of hours spent off the job. (To say nothing of the frustration involved, which would be enough to tempt many a Navyman to spend the remainder of his tour in shower sandals.)

An alternate flow chart prepared by the team cut some 488 feet and 26 minutes from the operation — but that's only a part of the story.



**END RESULTS**—System suggested for loading cuts work for *USS Bushnell*.

FWSGs may not change any existing regulations — they can only recommend. It was easy to point out to that carrier's supply officials, however, that a little streamlining and rewriting of their regulations would result in much more substantial savings in both time and effort.

**O**UR STILL-FLEDGLING EFFORTS in this direction stem from discus-

sions a couple of years back between ex-CNO ADM Arleigh Burke and the former First Sea Lord of the Royal Navy, Admiral of the Fleet Lord Mountbatten.

Impressed by Lord Mountbatten's emphatic endorsement of the British program, ADM Burke dispatched a small pilot force of U. S. Navy men to the Royal Navy's Naval School of Work Study for training.

**THE SUBJECT**—*USS Bushnell* runs more efficiently, following FWSC visit.







**ON THE SPOT**—Fleet Work Study Group checks operations while they are happening. Here, maintenance is studied at NAS Miramar.

Out of this came FWSGLant and FWSPac. Each is a 10-man group — four officers, with a CDR in charge, and six CPOs. All are Regular Navy, and all CPOs are volunteers for this duty.

It should be emphasized, right here and now, that these FWSSG specialists are not, by any stretch of the imagination, a clutch of axe-wielding back-stabbers out to see some heads roll wherever they go. Their services, as we've already pointed out, are made available only to commands requesting assistance — commands which feel that improvements could, and should, be made in their management methods, and which are eager to accept some help in doing just that.

**I**F AND WHEN a work study team uncovers areas which need improvement, *no one* in the requesting command is held responsible for not having come up with improvements sooner.

On the contrary, a command intelligent enough to realize that in almost any line of endeavor it frequently gets difficult to see the forest for the trees, and sagacious enough to ask for professional help in solving its problems, is commended for doing so. Individual officers and men who contribute worthwhile ideas and suggestions are officially recognized for their efforts.

We've already pointed out that FWSSG teams are not a group of outsiders given to coming aboard and drawing all sorts of conclusions without consulting the men who use the equipment and do the jobs. A requesting command must also as-

sign personnel to the study, so that the work is a joint effort. Senior officers of departments or divisions under study countersign all recommendations for improvement which result.

Usually those recommendations are for an easier and more economical way of doing a job — one which will free men and/or equipment for other tasks, and usually cut costs in the bargain.

**F**WSSG TEAMS, incidentally, work strictly in a staff capacity; they cannot order any shipboard or shore station changes. Adoption of any or all of their recommendations is up to the requesting command or higher authorities.

A command must request FWSSG assistance through normal channels to CNO. Each such request must indicate a specific problem the command wishes to have studied, and the tasks the team will be expected to tackle.

A typical request, for example, might express a need for aid in cutting down administrative overhead, or reducing the number of men used in preventive maintenance work.

CNO assigns priority to those requests which show promise of having the greatest Fleet-wide applicability. Then, depending upon the size and scope of the project, a team (normally composed of from three to seven FWSSG members) is assigned to requesting command.

Most of the recommendations the teams come up with are adopted, but not all. Man's age-old inclination to resist change is always present. In the Navy, as elsewhere, there

often exists an almost slavish devotion to the proposition that "That's the way we've always done it."

Oftentimes, too, recommendations must be cleared through a number of different command levels and several bureaus — a process which has slowed the implementation of many needed changes.

Thus far, however, the two FWSSGs have more than earned their keep.

Remember the 60-page package of recommendations and suggestions they came up with as a result of their sojourn aboard *Bushnell*? Contained therein were such items as:

- A recommended change in the method of transferring torpedoes from the tender's motor launch to a submarine. The old method required five men; the new, just one.

- A recommendation that a stand-type magnifying glass be purchased for use in inspecting new ball bearings for the gyro in a torpedo. It would replace a small hand glass then in use. The new glass allows the inspector to use both hands for holding the bearings, and reduces the eye strain involved in this chore.

- A recommendation for the use of a type of anti-seize compound which prevents pipe plugs in a torpedo from freezing from the effects of salt water and oxidation. It was discovered that it frequently took a man anywhere from 30 to 75 minutes to chisel, hammer or saw a frozen plug loose.

- A recommendation that the storage of torpedo batteries be doubled up in one compartment, eliminating frequent transfer of batteries from another compartment located three decks away from the AUW shop. This transfer operation had been demanding many man-hours of work each month.

- A suggested better method of moving batteries in and out of battery racks. The new method requires just one man — the old one needed two.

- A suggested improved method for charging batteries that prevents electrolyte from overflowing the battery cell, causing shorts in the battery and corrosion of the battery racks. The new method eliminates the 40 minutes cleaning time per battery previously required, some 13 man-days of rack cleaning, and saves about 20 dollars a month of acid.

**T**HIS, OF COURSE, is far from being the entire list — but it will fur-



nish you an idea of the type of bottleneck sleuthing the teams do. Some of the savings in time, money and/or manpower accomplished aboard a single ship may not seem especially impressive to you. Remember, however, that most of these studies are conducted because CNO believes it may be possible to apply such savings on a type, force or Fleet-wide level.

That, indeed, is the key to the entire Navy Work Study Program. It would make very little sense, obviously, to expend a lot of time and effort in working out a comprehensive underway cleaning, maintenance and repair schedule — which provides more complete maintenance, provides it faster, and frees more than 20 men for other duties (as a seven-man team from FWSGlant guest-riding aboard an Atlantic Fleet-based destroyer did recently) — and then fail to make the information available to other DESLANT ships.

An added example along the same lines is the windfall which may well accrue to the Navy from FWSGlant's session aboard *Bushnell*.

One of the team members — Chief Aviation Boatswain's mate Arthur M. Moegenberg, USN, — did a little experimenting during some of his spare moments aboard. Using scrap materials costing only a few cents he designed a crude but workable canister capable of doing the highly important job of testing oxygen breathing apparatus. It worked just as well, as a matter of fact, as a commercially-produced model currently costing the Navy nine dollars apiece.

Now, based on the more-or-less standard use of two canisters per month, the inventive chief's contraption only saves that sub tender a little more than \$200 per year. If adopted for use throughout the Fleet, however, his gimmick could wind up saving the operating force upwards of a quarter of a million dollars annually.

**LEST YOU GAIN** the impression that all work study activity has been concentrated in the Atlantic, consider some recent examples of FWSGPac's handiwork in the POA.

At NAVAIRPAC, for instance, an FWSGPac team took on a problem which has nagged many a command over the years — allowance lists.

They set up a new system for conducting reviews of aircraft air-



**BACK TO DUTY**—Return of triangular flood mark that had fallen into disuse reduced manpower requirements for sentries in Reserve Fleet.

frame and engine special support equipment allowance lists. Allowance list reviews, aimed at making sure that items which are no longer needed or used are no longer kept in stock, are a periodic requirement at all naval activities.

For purposes of this study, the team limited its efforts to the allowance list for the Wright J-65 engine, including some 304 special tools supposedly required for "C," "D," "E" and "F" maintenance and complete engine repair. While the new system developed by the FWSGPac team in this instance was and is specifically designed for aviation activities, it could well be applied to allowance list reviews throughout the operating forces.

A painstaking review of the 304 tools showed that 28 per cent (valued at \$6000) were not being used at each J-65 "C" maintenance level. In addition, 19 per cent (valued at \$3670) were not used at each "D," "E" and "F" maintenance level.

The team wound up recommending that these tools be removed from NAVAIRPAC allowance lists. This action would immediately save \$9670 — and still more substantial savings would result in future years.

Why weren't such a large number of tools, once thought to be necessary, being used?

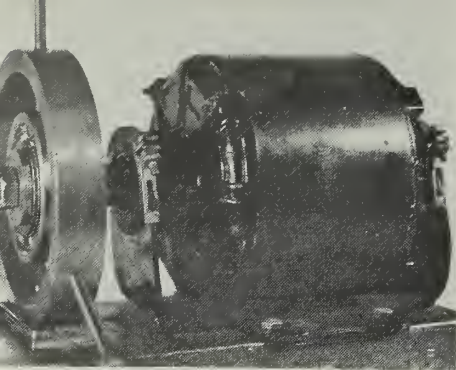
Among reasons noted were:

- The maintenance level on some had been incorrectly designated.

**NEW RULE**—Wider lanes in warehouse let forklifts do more of work.







**SURE TEST**—New device to test electric motor bearings prior to installation saved time on job.

- Standard tools were available and were being used, instead of special tools on the list.
- Locally manufactured tools or jigs were being used.
- Functions could be performed without the aid of special tools.

And why hadn't the unneeded special tools been deleted from the list a long time ago?

Simply this: The review systems in use could have been improved upon.

**THE TEAM FOUND** that the most common system in use was an irregularly-held series of conferences between representatives from the maintenance activities. Few changes, additions or deletions to the lists resulted from these conferences, however, because, among other things: People sent to the conferences often were not familiar with the nomenclature or description of many of the tools; they weren't prepared to provide much information on how, and how often, the tools were being used; the tools themselves could not be brought to the conferences for identification or demonstration; conferees were hesi-

tant to recommend changes when they were not familiar with a tool or its use.

The work study team's recommended new system is basically a "Team Conducted Interview Card Review." It sets up periodic "on-the-spot" reviews, conducted by two- to three-man teams within the command, and features interviews with the people who actually use (or at least are supposed to use) the items.

A four-stage operation, the team-conducted interview system progresses through (1) pre-planning for data collection, in which an interview card is prepared for each item on the allowance list; (2) collection of the data (3); analysis of the data collected, and (4) recommendations.

Its big advantages lie in the fact that tools and equipment are available at the scene of the interview for demonstration; personnel are normally more comfortable at their work, and answer questions more freely; the best qualified and informed men are available for interview; positive identification of an item is immediately available, and the process can be accomplished in much less time.

**CARE FOR SOME MORE?** Well, aboard the landing ship tank *uss DeSoto County*, (LST 1171) an FWSGLant team streamlined the procedures of routine deck force work to such an extent that the ship was able to divert manpower to other tasks.

Within Fighter Squadron 31, the same expert attention was devoted to such diverse subjects as modified progressive maintenance for intermediate and major inspections; funding for tool and hand rags; maintenance in power plants branch; hand tool availability, and proced-

ures for drawing flight-deck shoes.

Cross-country again, an FWSGPac team worked out a system of 68 reusable three-by-five work cards which, with their associated logs, *will accomplish the same preventive maintenance check-off and report functions formerly accomplished by more than 15,000 check sheets* aboard a Pacific-based attack carrier.

On board the landing ship tank *uss Summit County* (LST 1146), another FWSGPac team studied hull maintenance and ship cleaning problems and requirements, with an emphasis on reducing the time needed to perform those functions.

Nothing, obviously, which is and has been demonstrably a problem to a fair-sized segment of the operating forces is too big or too small for the Fleet Work Study Groups.

**THERE'S NO MAGIC-MIRROR** routine involved in their operations, either. They've studied the subject (most of us have little or no knowledge of industrial engineering techniques), yet they'd be the first to admit that a lot of the ideas which end up as a part of their final recommendations are contributed by crew members themselves. The crew members, once stimulated and motivated by the team's presence, are able to cast off the daily-routine fog which surrounds them, and stand back and take a long look at their jobs. Usually, to their complete surprise, they soon discover that there is, indeed, "a better way."

Try it yourself sometime soon.

What's in store for the future? For one thing, the Bureau of Ships has decided to apply work study methods in the designing and building of future Navy ships. Their idea is to produce future ships which will need smaller (but more productive) complements than the ever-increasing ones presently required, while retaining and even increasing the ship's expected fighting potential.

Automation may some day make most of us obsolete — but don't bet on its occurring any time within the foreseeable future.

In the meantime, how swiftly and efficiently all of us do our jobs, and how well we use and maintain the better and better equipment we're being given to work with, will go a long way toward determining how strong our Navy will remain. A visit from your FSWG people could well be one of the best breaks you'll ever get. — Jerry McConnell, JO1, USN

**ALL HANDS**

**ALARMING**—Group members check the new remote-controlled alarm system for mothballed ships that freed 18 watchstanders from duty.







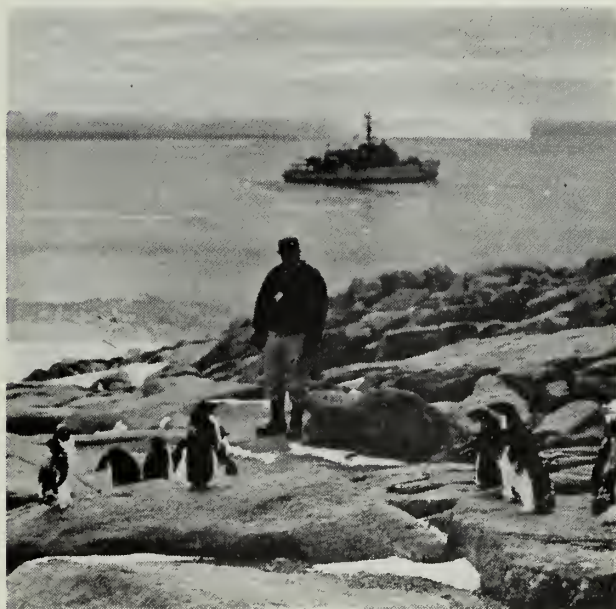
**DAWN'S EARLY LIGHT**—Seabees check thickness of ice. Below: Greeting is exchanged with penguins.

## Deep Freeze Duty

**A** COOL GROUP OF NAVYMEN are marking the seventh consecutive year that the Navy has furnished logistic support for scientific studies to uncover the cold facts and mysteries of Antarctica.

Operation Deep Freeze 62 will see the completion of projects previously started, such as Antarctica's first nuclear power plant. This A-burner will end the need for much of the diesel fuel now required to furnish heat, light and electrical power at McMurdo Sound Station. At Byrd Station, Navymen and scientists will begin to move their operations into the under-the-snow station being constructed by Seabees. The new layout of tunnels is designed to keep the heavy snows from crushing scientific and support buildings as they have done at the Byrd Station built for the duration of the IGY in 1957.

Here is a short scenic tour of this faraway part of the world where Navymen are using the skills of their rating to support scientific studies.



**SCENIC TOUR**—Deep Freeze sailors photograph ice. Rt: Navy aerologist takes meteorological reading.







## 'Emmy' Award

ONE HUNDRED AND FIFTEEN U. S. Navy ships have won an "Emmy" for their performance during Fiscal Year 1961. For some it was their first award and for others it meant as many as five consecutive wins.

The Emmy in this case is a plaque and pennant. It shows to the world that the ship which wears the white "E" has excelled in performance during Fiscal

### NAVY AIR FORCE, ATLANTIC

*Forrestal* (CVA 59)      *Lake Champlain*  
*Duxbury Bay* (AVP 38)      (CVS 39)

### CRUISER FORCE, ATLANTIC

*Little Rock* (CLG 4)

### DESTROYER FORCE, ATLANTIC

<i>Douglas H. Fox</i> (DD 779)	<i>Wallace L. Lind</i> (DD 703)
<i>Robert L. Wilson</i> (DDE 847)	<i>Johnston</i> (DD 821)
<i>Brough</i> (DE 148)	<i>Eugene A. Greene</i> (DDR 711)
<i>Hazelwood</i> (DD 531)	<i>Myles C. Fox</i> (DDR 829)
<i>Courtney</i> (DE 1021)	<i>Warrington</i> (DD 843)
<i>Lester</i> (DE 1022)	<i>Compton</i> (DD 705)
<i>Hissem</i> (DER 400)	<i>Zellers</i> (DD 777)
<i>Roy O. Hale</i> (DER 336)	<i>Abbot</i> (DD 629)
<i>Davis</i> (DD 937)	<i>Waldron</i> (DD 699)
<i>Arcadia</i> (AD 23)	<i>Norris</i> (DDE 859)
<i>Sierra</i> (AD 18)	<i>Leary</i> (DDR 879)
<i>Remey</i> (DD 688)	<i>Waller</i> (DDE 466)
<i>Huse</i> (DE 145)	

### MINE FORCE, ATLANTIC

<i>Alacrity</i> (MSO 520)	<i>Jacana</i> (MSC 193)
<i>Fearless</i> (MSO 442)	<i>MSB 29</i>
<i>Ability</i> (MSO 519)	<i>MSB 43</i>

### AMPHIBIOUS FORCE, ATLANTIC

<i>Grant County</i> (LST 1174)	<i>Oglethorpe</i> (AKA 100)
<i>Hermitage</i> (LSD 34)	<i>Thuban</i> (AKA 19)
	<i>Rockbridge</i> (APA 229)

### SERVICE FORCE, ATLANTIC

<i>Shasta</i> (AE 6)	<i>Nespelen</i> (AOG 55)
<i>Rigel</i> (AF 58)	<i>Vulcan</i> (AR 5)
<i>Altair</i> (AKS 32)	<i>Windlass</i> (ARSD 4)
<i>Truckee</i> (AO 147)	<i>Shakori</i> (ATF 162)
<i>Canisteo</i> (AO 99)	<i>Rockville</i> (EPCER 851)

### SUBMARINE FORCE, ATLANTIC

<i>Bushnell</i> (AS 15)	<i>Croaker</i> (SSK 246)
<i>Diablo</i> (SS 479)	<i>Entemedor</i> (SS 340)
<i>Hardhead</i> (SS 365)	<i>Balao</i> (SS 285)
<i>Trout</i> (SS 566)	<i>Skylark</i> (ARS 20)
<i>Cutlass</i> (SS 478)	

**ALL HANDS**





# or the Fleet

Year 1961. The large white "E" painted on the superstructure is for excellence — a hard to find commodity.

Unlike the television Emmy which may single out one star, the Navy's Battle Efficiency Award for excellence singles out an entire ship's crew. It is the crew who make a ship live. Without them no ship can win the Big "E". Here are the ships that did.

## NAVY AIR FORCE, PACIFIC

*Ticonderoga* (CVA 14)      *Pine Island* (AV 12)  
*Hornet* (CVS 12)

## CRUISER-DESTROYER FORCE, PACIFIC

*Providence* (CLG 6)      *Bridget* (DE 1024)  
*Prairie* (AD 15)      *Tingey* (DD 539)  
*John A. Bole* (DD 755)      *Turner Joy* (DD 951)  
*Hamul* (AD 20)      *Prichett* (DD 561)  
*Hull* (DD 945)      *Picking* (DD 685)  
*Somers* (DD 947)      *Sproston* (DDE 577)  
*Chevalier* (DDR 805)      *Savage* (DER 386)  
*Preble* (DLG 15)      *Eversole* (DD 789)  
*Stoddard* (DD 566)

## MINE FORCE, PACIFIC

*Whippoorwill*      *MSL 11*  
(MSC 207)      *MSB 15*  
*Pledge* (MSO 492)      *MSB 48*  
*Lucid* (MSO 458)

## AMPHIBIOUS FORCE, PACIFIC

*Tioga County*      *Comstock* (LSD 19)  
(LST 1158 )      *Sumner County*  
*Tulare* (AKA 112)      (LST 1148)  
*Matthews* (AKA 96)      *Henry County*  
*Stone County*      (LST 824)  
(LST 1141)      *Paul Revere* (APA 248)

## SERVICE FORCE, PACIFIC

*Passumpsic* (AO 107)      *Elkhorn* (AOG 7)  
*Conserver* (ARS 39)      *Jason* (AR 8)  
*Rainier* (AE 5)      *Chickasaw* (ATF 83)  
*Castor* (AKS 1)      *Lipan* (ATF 85)  
*Guadalupe* (AO 32)

## SUBMARINE FORCE, PACIFIC

*Salmon* (SS 573)      *Grayback* (SSG 574)  
*Bugara* (SS 331)      *Rasher* (AGSS 269)  
*Aspro* (AGSS 309)      *Sargo*, SS(N) 583  
*Cusk* (SS 348)      *Sterlet* (SS 392)  
*Ronquill* (SS 396)      *Gudgeon* (SS 567)  
*Diodon* (SS 349)      *Coucal* (ARS 8)

## NAVAL RESERVE TRAINING GROUP

*Greenwood* (DE 679)      *C. E. Brannon* (DE 446)







FLEET WORK—Sailors check supplies for Formosan hospital. Rt: AO meets USS Salisbury Sound (AV 13).

# What's Going On in the

When the U. S. Pacific Fleet (ADM John H. Sides, USN, is CINCPACFLT) summarized its major activity for fiscal year 1961, the story was one of Fleet operations, training exercises, modernization programs and scientific discoveries. There were rescues, changes of command, and a sample of just about everything that is fittingly summarized in one word — Navy.

Highlights from the Pacific Fleet's FY 61 log:

- The 60,000 men of the Pacific's U. S. Seventh Fleet saw their force beefed up considerably in response

to increased tensions in Southeast Asia. Three large attack aircraft carriers are now always in the area of the defensive line which stretches from north of Japan into the South China Sea.

Also, Marine landing teams have become standard units aboard amphibious ships in the Seventh Fleet.

- When United Nations troops entered the Congo last year, the Pacific Fleet's *uss Bexar* (APA 237), *Whitfield County* (LST 1169) and *Windham County* (LST 1770) pitched in to transport Malayan and Indonesian troops to Central Africa.

- Announcement was made that the First Fleet, the Pacific's eastern arm, would be transformed from a training and administrative command into a true operating Fleet, under VADM Charles L. Melson, USN, flying his flag in *uss Helena* (CA 75).

- Twelve new ships joined the Pacific Fleet during FY 61. These included three guided missile cruisers, four guided missile frigates, one guided missile destroyer, three nuclear powered submarines, and a seaplane tender.

Leaving the Fleet to make room for the new and more powerful additions were a conventional cruiser, two destroyers, four LSTs and a cable repair-and-laying vessel. Also, two light cruisers and a battleship in the Pacific Reserve Fleet were ordered scrapped.

- That 12-month period accounted for a number of "firsts." *uss Seadragon* SS(N) 584, became the first ship to transit the Northwest Passage from the east to west coasts of the North American continent via the Perry Channel. *Seadragon* then continued her voyage to the North Pole, adding another first by diving en route under a 300-foot iceberg.

At the opposite end of the world, in Antarctica, *uss Wilhoite* (DER 397) became the first ship of her type to participate in Operation

BOTTOM BOAT—Bathyscaph Trieste explores bottom of Pacific Ocean.





Deep Freeze. The small but rugged *Wilhoite* spent six months in the Antarctic, serving as a weather station ship for Air Development Squadron 6.

The landing of a C-47 aircraft from VX 6 on the unexplored Bight's Coast on the Bellinghausen Sea was another first in Antarctica. The plane flew to the unexplored region from Byrd Station to determine whether or not a geological team could be landed and supported in that remote area.

Two of the longest hauls by Pacific Fleet tugs in several years were made by *uss Takelma* (ATF 113) which towed *Dragonet* (SS 293) from San Francisco to Norfolk, Va., some 5200 miles, and *Arikara* (ATF 98), which towed a 280-ton ferry from Panama to Hawaii.

- Rescue missions, from Hawaii

## Pacific?

to the East China Sea, also kept Pacific Fleet units busy last year. Appeals for help by Ryukuan, Filipinos, Taiwanese, Indonesians and Micronesians were answered by alert Navymen in all Pacific areas.

In April of this year, for example, a fire on board the Chinese merchant tanker *Kwang Lung* was fought and extinguished in Kaohsiung Harbor, Taiwan, by the men of *uss Prichett* (DD 561).

Pacific Navymen also delivered hundreds of tons of clothing, food, books, and medicine to the needy in Southeast Asia and Japan.

Once again last year the Fleet reaffirmed its friendly terms with Australia. During the 19th anniversary of the Battle for the Coral Sea, five ships and 1200 Navymen visited nine port cities of the Australian continent.

- Scientific advancements in the Fleet were numerous. *Asroc* (anti-submarine rocket), for example, joined the Fleet with *uss Mahan* (DLG 11). With *Asroc* and its associated underwater detection sonar equipment, fire control computer and launcher for eight missiles, ships no longer must come within close range of a hostile submarine before launching an attack.

The underwater-exploring bathyscaph *Trieste*, which made a record descent in 1960 in the Marianas

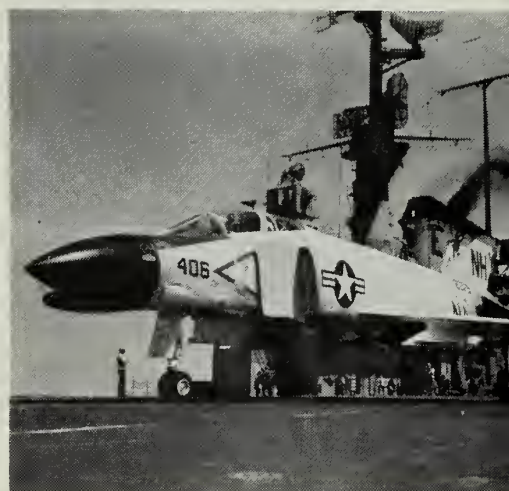


AT SEA—USS *Coral Sea* (CVA 43) receives supplies while on cruise. Below: *Phantom II*, gets set for action aloft during PacFleet exercises.

Trench, is now equipped with a mechanical arm and claw for picking up samples and specimens off the bottom of the ocean.

Hydrographic surveys were conducted in the Pacific in FY 61 — most notably by the survey ships *uss Maury* (AGS 16) and *uss Serrano* (AGS 24), which recharted the shoals, coastline and ocean floor of the Gulf of Siam and Malacca Strait.

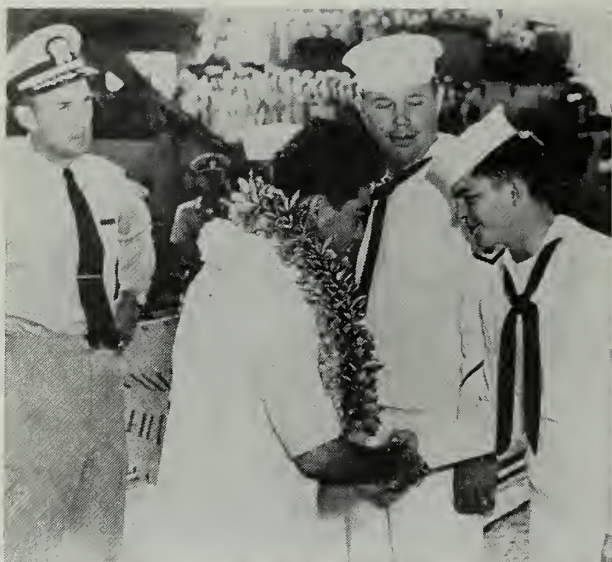
*uss Duval County* (LST 758), with a survey team and helicopters embarked, came up with a wealth of information about such little known areas as Lisianski Island, Nihoa Island and Pearl and Hermes



NEW HOME—USS *Helena* (CA 75) became the flagship of First Fleet.







ONE OF MANY—Seventh Fleet Navymen greet ship scholarship winner. Rt: Small boat is rescued at sea.

Reef, and Gardner Pinnacles in the Hawaiian chain.

The demilitarized submarine *uss Archerfish* (AGSS 311), fitted with special equipment, joined the Fleet to conduct a scientific study of marine elements in remote Pacific areas during Phase II of Operation Sea Scan, a world-wide survey conducted by the Navy and the National Institute of Science.

- As elsewhere, the Pacific area took part in celebrations commemorating the 50th anniversary of Naval Aviation. Units from the Arctic to the Antarctic, from the west coast of

North and South America to the middle of the Indian Ocean celebrated the event throughout the 80-million-square-mile area with air shows, open houses and special exhibits.

- In spite of all this activity, Pacific Fleet operations and training exercises continued uninterrupted. One of the major training exercises was Uppercut, which sampled our defenses for the entire west coast of North America against a submarine-launched missile attack.

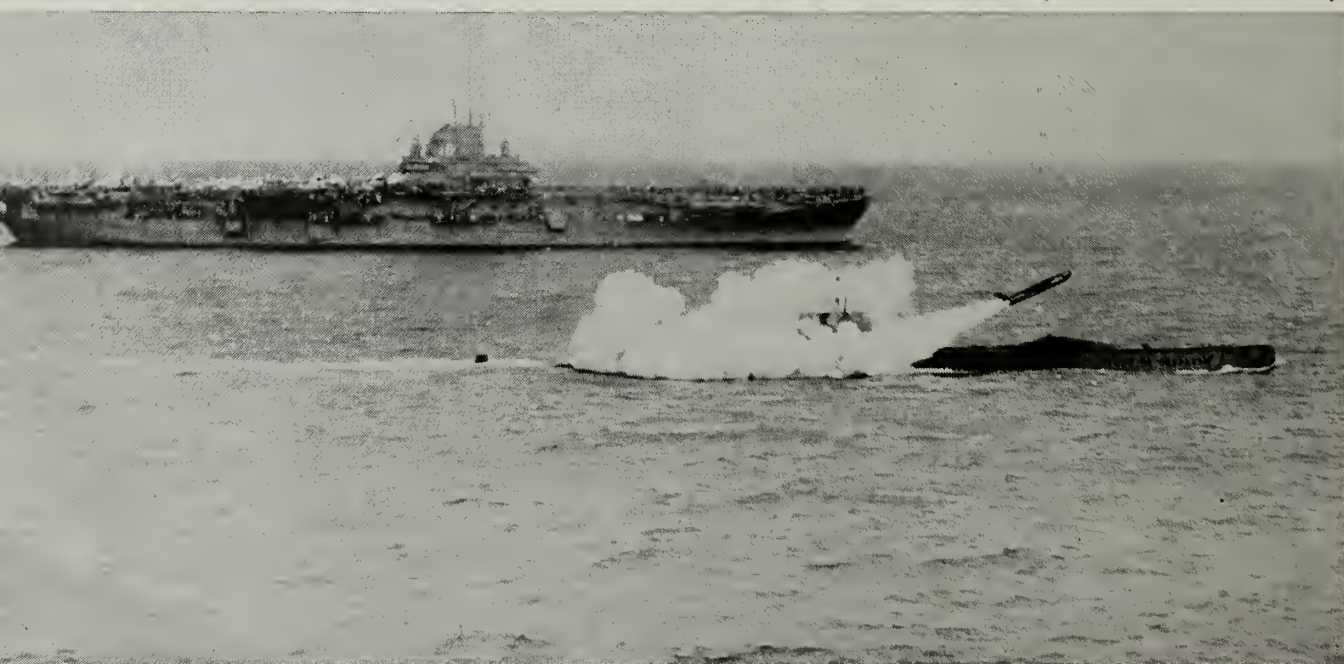
Another exercise was Pony Express, an amphibious operation in

which the United States participated with seven other countries of the Southeast Asia Treaty Organization.

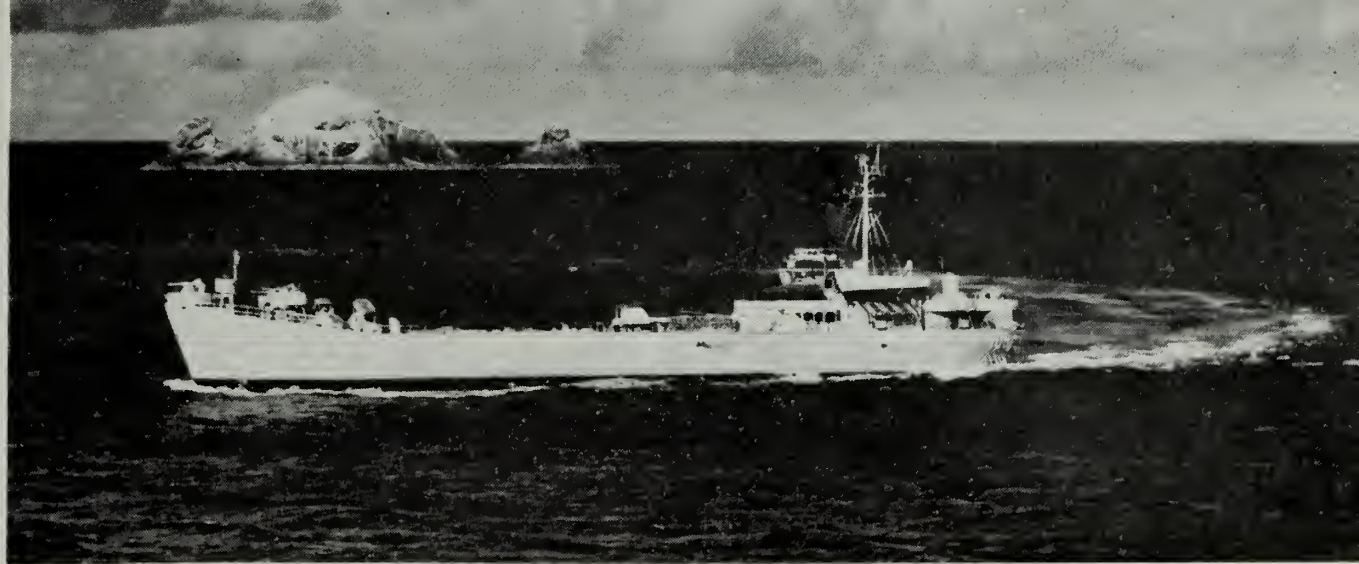
Last summer, Pacific units took part in Operation Greenlight, a large scale exercise designed to improve readiness in antisubmarine and amphibious warfare, and surface to air combat.

For the United States Pacific Fleet, plans are in the mill for even bigger years ahead. This year, and the years succeeding, should see vast improvements and even more advances within one of the Navy's great sea-going commands.

TRAINING—*USS Halibut* (SSGN 587) fires missile during exercise as *USS Lexington* (CVA 16) stands by.







# EastPac Survey

**F**ANTAIL TALK of Pacific islands, particularly those of Hawaii, usually turns to exotic foods, palm trees and pretty, grass-skirted girls.

However, this is not so when the men of *uss St. Clair County* (LST 1096) or *uss Duval County* (LST 758) discuss their island duty. The islands of their recent cruise, although part of the Hawaiian chain, were some 650 miles from Oahu. In addition, they were mere dots in the Pacific whose only inhabitants were the beasts and birds of the sea.

*St. Clair County* was taking over part of a joint services operation called EastPac Survey. The object of the operation in this desolate region was to fix the position of each of the small islands in the area. The immediate benefit of the survey is the improvement of navigation at sea. Among the more remote benefits

might be the improvement of navigation in the heavens for missiles, rockets and satellites.

The LST's part in the survey was to support the installation of the basic sites, or astro-fix stations, from which measurements are taken to locate each island with pinpoint accuracy.

Third phase of EastPac Survey will find *uss Floyd County* (LST 762) taking over the island duty.

Clockwise from upper left: (1) *uss St. Clair County* (LST 1906) checks on barren island during EastPac Survey. (2) No hula girls here — only wild life such as this sea lion greeted the Navymen. (3) Surveying team sets up camp on the beach. (4) LCVPs brought supplies and men ashore when possible. (5) Birds keep men of survey team company at lonely transmitting stations.







COMING UP—USS *Sablefish* (SS 303) surfaces on Lake Michigan after serving as target for Reservists.

# Battle in Great Lakes

SOMEWHERE IN THE murky depths of the Great Lakes rests a "hostile" submarine.

- You are a member of a Reserve helicopter squadron. Sonar gear, suspended by a cable, acts as your ears. *Mission:* Find the submarine.

- You are a member of a Re-

serve squadron flying P2V *Neptunes* or S2F *Trackers*. *Mission:* Find and destroy the submarine.

- You are a member of a Reserve jet fighter squadron, speeding to the area where the submarine was detected by a 'copter's sonar. *Mission:* Spot the submarine's silhouette and

relay the position to nearby surface ships.

- You are a member of the crew of one of the ships in the "Corn Belt Fleet," training in the Great Lakes area. You have been notified that a submarine lurks nearby. *Mission:* Find and destroy her.

- You are a Reservist training on board USS *Sablefish* (SS 303) — the "hostile" submarine. *Mission:* Avoid detection; outwit the ASW forces; torpedo surface ships, if possible.

With certain modifications, the foregoing operations were carried out time and again as Fleet submarine *Sablefish* spent two months as a "hunted fox," training Reserve submariners and members of surface and air units from one end of the Great Lakes to the other.

As the submarine's skipper put it: "Never in the history of peacetime training exercises have so few submariners—the crew of 83 officers and men—been 'elbowed' so often in such a short period of time."

FROM EARLY JUNE, when *Sablefish* dove below the surface of Lake Ontario—her first fresh-water bath since taking part in the opening of

ON HIGH—*Sablefish* traverses Welland canal 580 feet above sea level.



ALL HANDS



the St. Lawrence Seaway in 1959—until she concluded training operations in Lake Michigan, she was the primary target of more than 4000 Reserve officers and sailors who made countless “attacks” in simulated war exercises. Another 500 Reservists—submariners—got the feel of diving and operating the underseas ship as they took positions beside *Sablefish*’s Regulars during the training operations.

*Sablefish* was pelted with an assortment of practice depth charges and plaster-loaded hedgehogs. Each solid “hit” produced a resounding “WHANG!” on the submarine’s hull. Whenever possible, *Sablefish* retaliated—firing steam-driven, non-explosive torpedoes at her “foes.”

Naval Air Reservists at Great Lakes stations joined in the simulated “killing” of *Sablefish*. Helicopters, *Neptunes* and *Trackers* from NAS Glenview, Ill., carried out their specialties—the whirlybirds dunking their sonar, the fixed-wing aircraft working their MAD (Magnetic Airborne Detection) gear, and the *Nep-tunes* attacking by means of night illumination.

From port to port, *Sablefish* would take on her complement of Reserve trainees—some were veteran, but “rusty” submariners, others were experiencing their first real-life dives. Leaving her berth before dawn, the sub would move out to the operating



area, rest on the lake bottom and await her attackers. *Sablefish* was unseen, usually, but not undetected, since engine vibrations travel through the water and may be picked up by sonar. Once the submarine was located, the “attack” was on in earnest. A single error on the part of the ASW forces, however, sent the submarine on the offensive and the

attackers became the attacked.

THE ASW SHIPS were equipped with simulated depth-charges which explode about 15 feet under the surface. If they were on target, the explosions “shook up” the submarine. There wasn’t any real damage to the hull, of course, but the submariners knew they’d been hit.

**TARGET**—Reservists on USS *Daniel A. Joy* (DE 585) greet *Sablefish* in Chicago. Above: Detroit seen from sub.







**FISHING**—Naval Air Reservists received their share of ASW training.

When given an opportunity, *Sablefish* rose to periscope depth and sent 20-foot-long steam torpedoes under the hull of the attacking ASW ship. The non-explosive torpedoes were set to pass underneath the ship, and a direct hit was determined by the path of the torpedo's wake. If a hit was scored, the crew of the surface ship was faced with an abandon-ship drill, while the submarine recovered the torpedo for use in the next exercise.

*Sablefish*, commissioned in December 1945, is 312 feet long. She is assigned to Submarine Squadron Eight of the Atlantic Submarine Force and is homeported in New London, Conn. In 1951, she was equipped with a snorkel (a steel-pipe breathing tube which draws air for her engines), and can stay submerged for long periods of time — until her food or fuel supply needs replenishing.

The Regular Navymen making up *Sablefish*'s crew gave the Reservists

a thorough workout, keeping close tabs on the performance of the submarine Reservists. A number of them earned their dolphins on board *Sablefish*. The sub also did her best to give a hard time to Reservists serving in surface and air units, making the ASW training as realistic as possible. (Some of the surface and air units *Sablefish* helped train are among those recently called up for active duty with the Fleet.)

**D**URING THE TRAINING PERIOD, *Sablefish* operated with nine ships taking part in two-week AcDuTra cruises. The ships included *uss Worland* (PCE 845), *Havre* (PCE 877), *Ely* (PCE 880), *Farmington* (PCE 894), *Lamar* (PCE 899), *Portage* (PCE 902), *Amherst* (PCER 853), *Whitehall* (PCER 856) and *Daniel A. Joy* (DE 585). All of these ships except *Amherst* and *Whitehall* also took part in week-end drills, assisting in the training of the following units: *uss Daniel A.*

*Joy* (DE 585) Reserve Crew (now on active duty with the Fleet); Fleet Divisions 9-6(S) and 9-21(D), Minneapolis, Minn.; 9-9(D), Benton Harbor, Mich.; 9-15(D), Gary, Ind.; 9-17(D), Indianapolis, Ind.; 9-18(D) Milwaukee, Wis.; 9-19(S), Great Lakes, Ill.; and 9-20(D), Chicago, Ill.

Four Reserve submarine divisions trained on board *Sablefish*—Divisions 9-225, Chicago, Ill.; 9-227, Milwaukee, Wis.; 9-228, Detroit, Mich.; and 4-92, Cleveland, Ohio.

While training Reservists in submarine and ASW operations was *Sablefish*'s primary mission, the submarine had collateral duty in the field of public relations. Open house was held in virtually every port, giving some 30,000 visitors (Americans and Canadians) an opportunity to inspect the submarine. In addition, 365 guests were taken on short cruises.

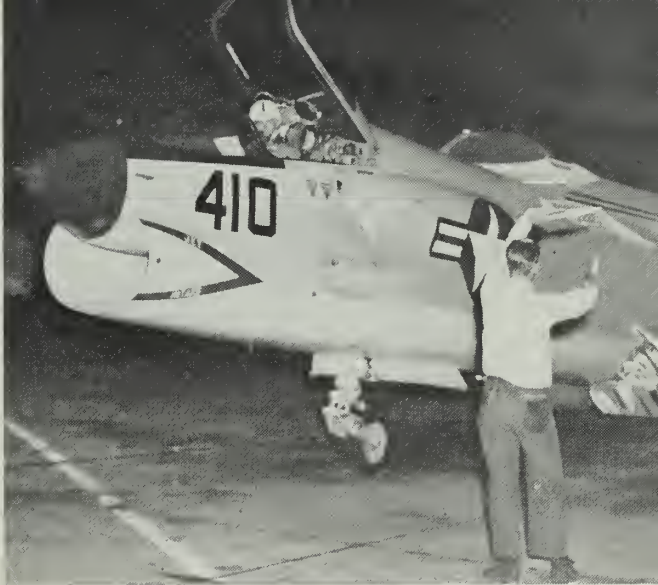
There was a bit of excitement, too, adding spice to *Sablefish*'s routine training operations. As the submarine was preparing to get underway from Chicago to Detroit, a car hit a bollard on the pier, swerved, and plunged into the harbor. Ronald A. Moon, EN3 (SS), USN, assigned to *Sablefish*, dove into the harbor and pulled the driver through a window of the car seconds after the accident. Two other submariners raced from the submarine, which was moored nearby, and jumped into the water to assist Moon.

All of which goes to prove the high state of readiness of our Reserve and Regular forces. They're ready for any emergency that may arise—local or international.

**HUNTING PARTY**—Crew of sub did their best to give Reserves a hard time, thus adding realistic touch.







# On the Night Shift

**F**IGHTING under the cover of darkness requires special ability and extra training, but the forces that have this capability have an advantage that is hard for an enemy to overcome.

Therefore, naval units must be prepared for night fighting.

The most logical way to do this, obviously, is to train at night. Fighter Squadron 154, operating from the Naval Air Station, Miramar, Calif., is doing just that.

After transferring to Miramar earlier this year from Moffett Field, Calif., where day-fighter type *Crusaders* were the squadron's aircraft, VF-154 immediately began to change over to F8U-2N all-weather *Crusaders*.

At the same time about one-third of VF-154's enlisted men changed from the day shift to working hours

from 2300 to 0800 to help their squadron's pilots to qualify for night carrier duty.

*Clockwise from top left:* (1) In the line shack, R. D. Montoye, ADR2, USN, assists LT M. O. Wright, USN, in checking out for a night mission. (2) A ground-crewman stands by as a pilot of VF-154 warms up his F8U-2N *Crusader* before leaving on a routine night training flight. (3) H. B. Simpson, ADJ2, USN, left, and R. A. Wall, ADJ2, USN, make repairs to a J-57 jet engine. (4) CDR L. H. Burton, USN, Executive Officer of VF-154, climbs down from the cockpit of one of the fighter squadron's planes. (5) W. J. Stepanet, AN, USN, refuels an all-weather *Crusader*.





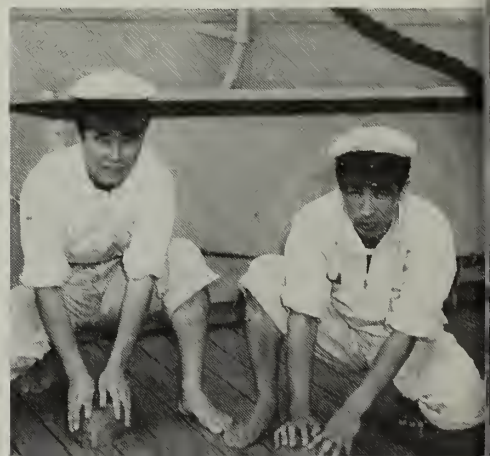


## Visit to the

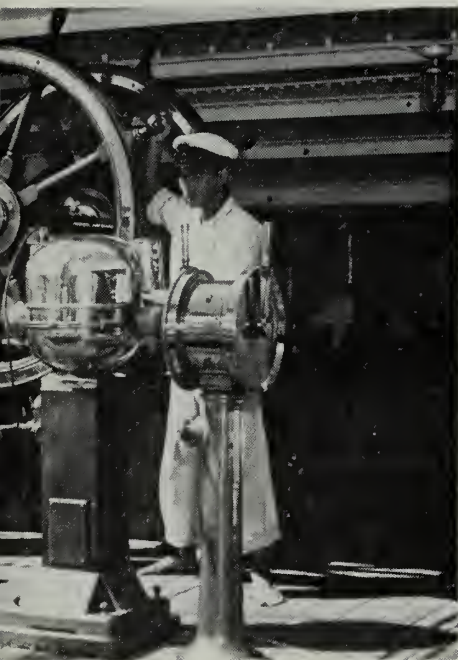
**D**URING YOUR CAREER in the U.S. Navy you'll probably never be ordered to duty aboard a sailing ship. But should this happen to Tom Davisson, JOSN, USN, of the 14th Naval District, he'll know his way around better than most of us. He gained this advantage by accepting an invitation to visit the Japanese four-masted windjammer *Kaiwo Maru* at Honolulu, Hawaii.

Eighty cadets of Japan's Merchant Marine Institute for Sea Training were in Honolulu aboard *Kaiwo Maru*, taking time out from training exercises for sight-seeing before returning to Tokyo.

The cadets are fourth-year students from the Institute's nautical colleges at Tokyo and Kobe, Japan. They were undergoing six months of "at sea" training before graduating to become commissioned officers in Japan's Merchant Marine Force.







# Kaiwo Maru

*Kaiwo Maru*, meaning the "King of the Sea," is used as a training ship for the cadets. Its regular crew consists of 60 enlisted men and 20 officers. It is capable of 12 knots with full sail and eight knots with engines.

Reading clockwise from top left: (1) Japanese windjammer *Kaiwo Maru*, with sister ship *Nippon Maru* astern, is moored in Honolulu. (2) Japanese Merchant Marine cadet Michiyo Tohoda shows Tom Davisson, J0SN, USN, *Kaiwo Maru's* steering compass. (3) U. S. Navyman climbs the rigging with two Japanese cadets. (4) Cadet Tohoda and visitor keep close watch on *Kaiwo Maru's* compass. (5) Two cadets and Davisson "shoot the stars." (6) Japanese cadets use coconut shells to scrub wooden decks of *Kaiwo Maru*. (7) Davisson and his hosts view the rigging and sails from bow.







GOOD EATING—Navymen at sea eat as well as those ashore thanks to NSO and command planning.

# The Science of Good Eating

**I**F YOU'RE ONE of those sea-going sailors who can hardly wait for the day when you'll be going to shore duty, you probably feel that your counterpart ashore is afforded a better way of life than you.

You're entitled to your own opinion. But at least three times each day, you both are engaged in the same pleasant task. This takes place immediately after chow call has sounded and you've seated yourself in front of another Navy meal.

NAVY RATION LAW, used today with changes, was passed in 1794.

Every day Navy food experts try to tempt the diversified tastes of sailors serving in steaming tropics, sub-zero vastnesses, rolling ships, at distant shore stations, beneath the seas and in the skies.

Unlike the situation in the Navy's sister services — which operate their food programs via executive order, Navy food has its basis in Public Law. The Navy Ration Law goes back to the Act of 27 Mar 1794 and, with modifications, has with-

stood the test of time as the most practical method of operating general messes. Regardless of food cost and fluctuations, the law entitles every man in the Navy to a prescribed daily food ration. Since the ration law is expressed in quantity of food, the quantities are converted into dollars.

In 1959, for example, Navy general messes consumed almost 375,000 tons of food at a cost of \$153,809,199. The mess subsistence returns on these meals were analyzed and audited by the Navy Subsistence Office (NSO).

Under management control of the Navy's Bureau of Supplies and Accounts, NSO, with a relatively small staff of 10 officers and 62 civilians, is responsible for assuring every Navy enlisted man throughout the world an adequate food supply that meets the highest possible standards of taste, sanitation and service. NSO's commanding officer, Captain S. Boozer, SC, USN, also directs the Subsistence Division of BuSanda.

**W**ITH HEADQUARTERS at the Naval Weapons Plant in Washington, D. C., NSO controls the food policy of the Navy's 109 general messes



**ALL HANDS**



in the United States, 53 overseas messes and the more than 1000 messes aboard various ships deployed throughout the world.

Navy general messes are guided by NSO in food operation and service through research, education and training. While receiving help from NSO, every Navy general mess, however, is under military control of its commanding officer. Actual menus are made at the local level and each command plans its own meals.

This illustrates the flexibility that highlights the Navy's food service machine — a flexibility that is necessitated by the diversity of its feeding situation. This diversity is not only in size, but in distances from supply sources, variations in climate, and differences in eating conditions and food equipment.

Yet diversity is but one of the problems confronting food service people in the Navy. In addition to quality and quantity of food, they must contend with perishability, preservation, packaging and even garbage disposal. Then there's the problem of obtaining highly qualified personnel.

**O**F SPECIAL CONCERN to the Navy today is the dilemma of space aboard ships—space to store and prepare food. Food storage space—or the lack of it — is a problem with critical military ramifications in the fast-changing Navy of today. With the dawning of nuclear power, the cruising range of ships has been extended until food — rather than fuel — is seriously limiting the maximum deployment of our sea forces.

Food storage facilities aboard most naval vessels are recognized as



**SPECIAL DELIVERY**—Replenishment at sea keeps food lockers full.

inadequate to support the extended fighting range of our newest ships. Also, as modern weapons and missiles, with their intricate and complex electronic equipment, require more room on ships, food storage space must often be reduced to make way for additional military equipment. The Navy's number one question, therefore, is how to get more food on ships with less storage space.

Space to prepare food is also at a premium aboard our ships. To solve the problem of inadequate galley space, Navy food scientists and engineers are constantly at work developing new, compact, multiple-use equipment for ship galleys.

One answer is in bulkless new foods, described as "ration-dense" foods. (See page 23.) They consist of dehydrated, concentrated, pre-cooked, pre-cut and compressed food, which comes to the Navy galley in a compact can, carton or frozen package. These good things in small packages require a fraction of the space reserved for more bulky conventional items needed to feed the Fleet.

Another answer is in redesigning conventional equipment. The cost-conscious Navy has made many advances in the development of new multi-purpose galley equipment and techniques. Some recent achievements include a new oven that saves

**ASHORE**—Food and service for Navymen is guided by experienced hands of the Navy Substantance Office.







**LOCAL TOUCH**—Although guided by NSO, actual menus and plans for meals are the responsibility of CO.

30 once-wasted pounds, per 100, of roasted meat; a new multiple-function deep-fat fryer; a square coffee urn giving double capacity; an infrared food warmer and cooker; and even a new lightweight stirring paddle that is stain- and scratch-proof.

Another piece of food equipment developed by Navy research is *Unimike* — a steam-jacketed kettle that can bake, stew, deep fry, refrigerate, pressure cook and mix all within 28

square inches. This multi-purpose equipment, given a peck of potatoes, can peel, cook, mash and hold them either hot or chilled. While *Unimike* is not in use in the Fleet yet, it indicates the future of compact galley equipment.

**T**HE NAVY'S GOOD FOOD reputation is a product of cooperation between the Navy and her sister services and with private industry. Navy

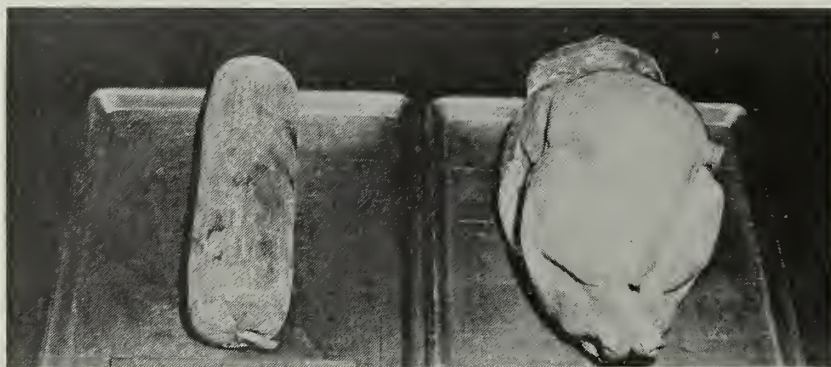
recipes and food techniques undergo constant evaluation and testing. The Navy watches commercial innovations that might increase the effectiveness of Navy food. New food packaging, new methods of food service, new foods and new management procedures always find a welcome in the Navy's subsistence organization.

Here, for example, are a few things Navy food experts are seeking:

- A grill that will make possible the serving of foods to as many as 3000 or more men on a serving line.
- Food preparation equipment such as grill tops, range tops, ovens and dresser top units that could be used in various combinations to permit flexibility, standardization and reduction of equipment.
- Compact dishwashing equipment to scrape, wash, rinse and dry food trays.
- Packaging to extend the storage life of perishables and of prepared meals such as foil-packed foods for flight feeding.

The Navy would be grateful for a hint on how to solve such a simple operation as making fresh toast rapidly enough to supply a fast-moving line.

As to new foods, the Navy Subsistence Office is showing interest in instant bread and freeze-dehydrated cottage cheese. It is also interested in prefabricated, ready-to-cook meals that are portion-controlled. Multi-purpose food items are also desired, such as a universal cake mix from which several flavors may be made.



**NEW LOOK**—New designs in food are being studied to conserve space. Photos show space saved by turkey roll and dehydrated onions.





ON THE JOB—Space saved by ration dense food (left) is of particular value to far cruising nuclear subs.

## Miniature Meals

Food is fast replacing fuel as the limiting factor in keeping our ships at sea.

Consider, if you will, the cruise records of the past three years. The nuclear-powered submarines, *uss Skate*, SS(N) 578, and *Nautilus*, SS(N) 571, made history in the Arctic in 1958, and in the same year *Seawolf*, SS(N) 575, broke previous endurance records for submerged operations. Last year *Triton*, SSR(N) 586, shattered all records by circling the globe submerged, and *Seadragon*, SS(N) 584, traversed the Arctic waters of the Northwest Passage.

Now 60-day underwater operations are routine for such *Polaris* submarines as *uss George Washington*, SSB(N) 598, and her sister ships. But with space aboard these ships at a premium, the storage of enough food poses a problem.

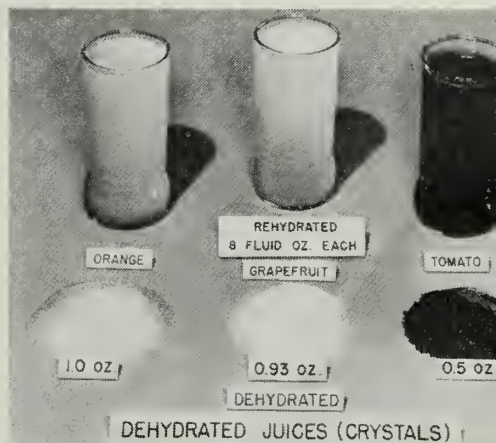
As a possible answer, the Navy has adopted space-saving, ration-dense foods. These are processed to eliminate waste, reduce bulk, and where possible, substantially cut the need for refrigerated storage. Here is an example of how they help save space aboard ship:

Six standard food items — bacon,

coffee, eggs, milk, onions and potatoes — for 100 men for 30 days, weigh 3332 pounds and require 220.5 cubic feet of space. If ration-dense foods are used, the weight drops to 531.75 pounds and space requirements are cut to 33.9 cubic feet. Not only is stowage area saved, but these items do not need refrigeration. Some ration-dense foods save more than 90 per cent of the space normally required. The use of instant nonfat milk, for example, saves 74 per cent in crowded storage bins.

There are now more than 50 ration-dense items in the Navy supply system with many more in development and testing stages. Initially, these miniaturized foods are tested aboard submarines and small surface ships that have limited storage space for food. If they are approved by the crews, their use may be extended throughout the Navy. The high cost of some pilot items and limited production prevent full adoption of ration-dense food by the military. Eventually, however, production will go up and prices will come down.

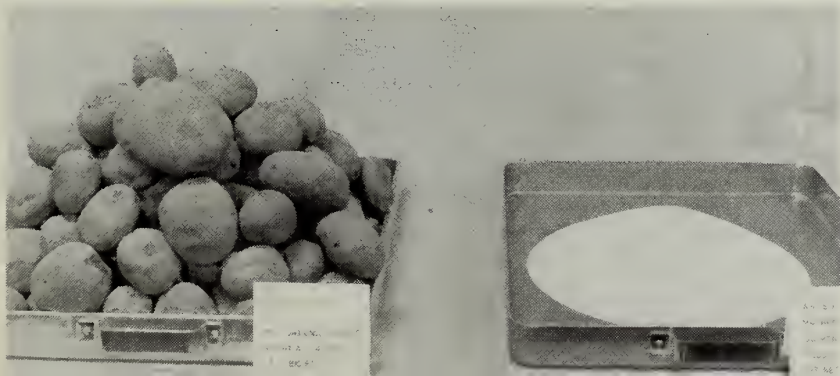
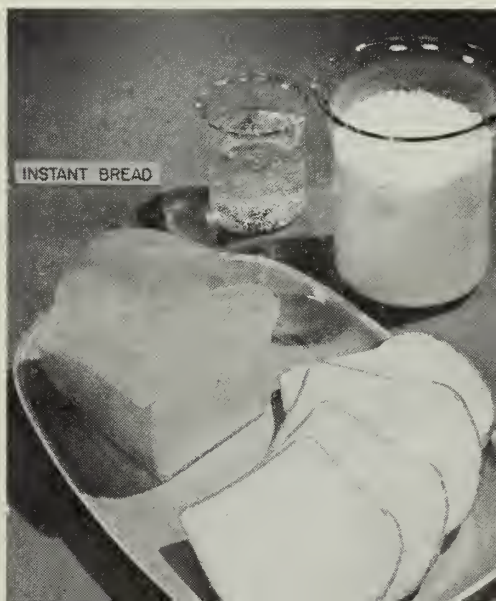
Both the cooks and crews aboard Navy submarines have rated ration-



COMPACTS — Display shows space-saving dehydrated juices.

dense foods highly acceptable. Foods rated excellent were pre-fried canned bacon, boneless frozen turkey, dehydrated potatoes, instant fruit juices and instant dessert powders.

The new foods are distributed by the Navy Subsistence Office, Washington, D.C., a field activity of the Bureau of Supplies and Accounts.





# LETTERS TO THE EDITOR

## Travel Allowances

SIR: I expect to be released from active duty in the Mediterranean area on 30 Jan 1962 I would like to know what travel allowances I am entitled to. The way I see it, I should get government transportation via MATS or MSTs from the port at which I am released to CONUS and mileage from port of entry, CONUS, to my home of record.

If I am entitled to transportation from overseas to CONUS, must this transportation leave from the same port at which I am released or may it leave from a port nearer or farther from CONUS? For example, if I am released at Naples, can I expect transportation from Rota, Spain, or Rhodes, Greece? — T. P., Jr., YN3, USNR.

• *Military members released from active duty overseas upon expiration of enlistment are entitled to transportation on MSTs or MATS from the place of separation — or a lesser destination — to CONUS, within one year of separation. If you are separated in Naples, Italy, you may take MSTs from Rota, Spain, or MATS from Madrid, Spain, to CONUS. There is no scheduled government transportation from Rhodes, Greece, to CONUS.*

*You would also be entitled to constructive mileage from the port at which you entered CONUS to your home of record.* — Ed.

## NEC 9589 and Survey

SIR: I completed Career Appraisal School earlier this year, then returned to my ship and resumed my regular duties.

Question: Are there any official shore duty billets for Career Appraisal Teams and/or individuals, and is it possible to get such a billet through Seavey/Shorvey? — A.F.A., MM1, USN.

• *As a Career Appraisal School graduate, you hold an NEC of 9589 — but this NEC does not take precedence over the rating you hold.*

*There are no Career Appraisal billets established directly under this Bureau. However, when there are vacancies in the field requiring the services of a 9589 from Seavey, the Enlisted Personnel Distribution Offices will ask for this NEC. They then assign the man made available to them.*

*Since such vacancies occur infrequently, a man on the Seavey who possesses NEC 9589 is ordered ashore by rating at the time he becomes senior man requesting a certain area, or as the needs of the service require.*

*You are in Seavey Segment 2-61, and can anticipate assignment by rating*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept. Washington 25, D. C.

*when senior, unless a requirement for a 9589 causes your assignment ahead of time.* — Ed.

## Only Kiddy Cruise Counts

SIR: BuPers Manual (Para C-13407) states, in part, "In computing naval service for transfer to the Fleet Reserve, complete enlistments during minority count as four years . . ."

I know a minority enlistment is covered by the above paragraph, but I wonder if a man in my category also comes under it. I enlisted in the Navy in 1949 on a straight three-year enlistment. I completed this enlistment before I reached the age 21, much the same as a man does on a minority enlistment.

Do my three years count as four under this ruling? — A.J.H., YN1, USN.

• *The law says specifically that "A completed minority enlistment is counted as four years of active service . . ." when computing constructive service for transfer to the Fleet Reserve. Your age at the beginning or ending of your enlistment is immaterial. You were*

## National Parks

SIR: Several years ago active duty military personnel were allowed free admission to National Parks and monuments just by showing their ID cards. I am now stationed in an area of many National Parks and I plan to visit as many of them as possible during this tour of duty.

Will I be admitted free to these parks or must I pay the regular fee? — LT. R.C.C., USN.

• *The Department of Interior tells us that individual servicemen are not entitled to free admission to our National Parks and monuments. Organized groups of active duty personnel under the sponsorship of the service, USO, Red Cross, or some similar type of organization, will, however, be admitted free on an advance request.*

*This present policy became effective on 1 Jan 1956.* — Ed.

*on a three-year enlistment and it counts as three years. A minority enlistment is unique, and the law can only be interpreted to apply to this enlistment and none other.* — Ed.

## Twilight Cruise is for 30 . . . not 20

SIR: I recently requested that the PN of my base submit to the Bureau for me a request that I be granted duty anywhere in the 13th Naval District for my last two years of active duty before I retire with 20 years of service. A few days later he informed me that there was no way for him to submit this request. Would you please tell me why? — F.J.N., BM1, USN.

• *Your request could have been submitted via your chain of command, but no doubt would have been disapproved in view of the policy outlined in Chapter 19 of the "Enlisted Transfer Manual." This covers the procedure under which men applying for retirement after 30 years of service may request assignment to a geographical area of their choice for their last two years of active duty. If you're getting out on 20, you would not be eligible.* — Ed.

## Battle Cruisers?

SIR: Some friends and I have been arguing about whether or not the U. S. Navy had any battle cruisers during World War II.

I believe I saw two such ships in the Canal Zone in 1944 but my friends say there were none at this time.

To settle the argument, could you answer these questions for me?

Did we have any ships that were actually called battle cruisers during World War II?

If so, how many were there?

Were there any that were not completed? — M.S.W., Herron, S. Dak.

• *There were no American ships officially designated as battle cruisers during World War II. Heavy cruisers (CAs), large cruisers (CBs) and light cruisers (CLs) constituted our cruiser force.*

*The large cruisers (CBs) were the biggest of the three and, because of their size and armament, were sometimes unofficially referred to as battle cruisers. Six of them were authorized—uss Alaska (CB 1), Guam (CB 2), Hawaii (CB 3), Philippines (CB 4), Puerto Rico (CB 5) and Samoa (CB 6).*

*Only two of the CBs authorized were actually completed — Alaska and Guam. They both had an over-all length of 808 feet and six inches with a standard displacement of 27,500 tons. Their designed speed was 33 knots, and they*



were armed with nine 12-inch/50 caliber rifles in their main batteries.

Six true battle cruisers were planned and begun following World War I. Four of them—USS Constellation (CC 2), Ranger (CC 4), Constitution (CC 5) and United States (CC 6)—were cancelled before completion.

Lexington (CC 1) was completed as CV 2 of the same name and Saratoga (CC 3) was completed as CV 3 of that name.—Ed.

### Instructor Duty

SIR: I have done special work in setting up communications programs at past duty stations and have set up a program at my present duty station. In recognition of this, officers concerned were willing to approve a special request chit since they wanted me to have a crack at instructor duty.

However, we discovered the *Enlisted Transfer Manual* specifies that a man must be on Seavey in order to get this kind of duty.

I am not on Seavey. Is there anyway I can legally become an instructor in spite of this fact?—L. J. G., RM1, USN.

• Sorry—you definitely have to be on Seavey to get duty as an instructor. This subject is covered in *NavPers 15909A* ("Enlisted Transfer Manual"), Article 5.22.—Ed.

### Flying with NORAD

SIR: The officers and men of All Weather Fighter Squadron Three (VFAW-3) noted with interest the June issue of *ALL HANDS* Magazine which featured "Fifty Years of Naval Aviation."

Since the issue was pretty well devoted to the more spectacular events which are taking place during Naval Aviation's golden anniversary year, we would like to call your attention to our fighter squadron and the job it is doing for the Navy and the U.S.



**TENDER DUTY**—The destroyer tender USS Sierra (AD 18) slices waves in Atlantic during the ship's annual ISE cruise off Virginia Capes.

All Weather Fighter Squadron Three is based at NAS North Island, San Diego. It is the only Navy fighter squadron under full time operational control of the North American Air Defense Command (NORAD).

We are a unit of the Los Angeles Air Defense Sector of the 28th NORAD Region with the mission of air defense of the southwestern sector of the United States.

The Western Air Defense Force "A" for Achievement awards for 1959 and 1960 and the Air Defense Command "A" Award for 1961 were all won by VFAW-3.

The squadron came home with the honors in the All Weather Competition in the most recent All Navy Weapons Meet, Operation "Top Gun" and the Chief of Naval Operations presented VFAW-3 with the Aviation Safety Award.

Its score of 95.5 per cent, Outstanding.

ing, in the Administrative/Material Inspection held last month rounded out a bit of work.

The squadron is equipped with the F4D-1 Skyray which carries a formidable arsenal of air-to-air weapons.—William G. Friel, Jr., LT, USNR.

• We are certain you realize that it was not our intention to slight VFAW-3 or any of the Navy's many outstanding aviation outfits.

The issue was designed to give, in the space available, a story of the evolution of Naval Aviation and some of the outstanding events so far this year.

We will admit, of course, that VFAW-3 has made an impressive record.—Ed.

### Chance of Advancement to YNC

SIR: What is the outlook for CPO advancements in the Yeoman rating in February 1962?

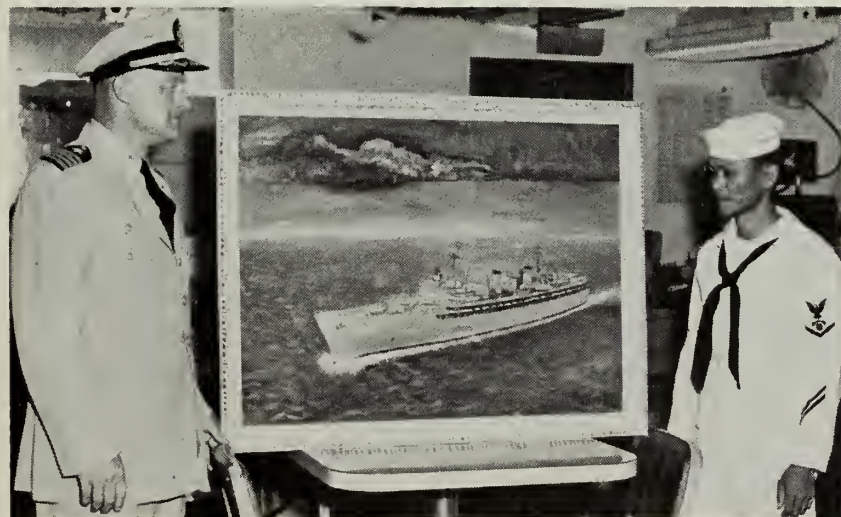
I have taken the examination five years in succession and passed each time. To say that I'm bitter about being "quoted" five times would be putting it mildly.—C.L.C., Jr., YN1, USN.

• The Yeoman rating continues to be one of the Navy's crowded ratings. Higher than average reenlistment rates and reduced requirements for pay grade E-7, as the E-8/E-9 pay grades continue phasing in, have limited advancements to E-7 for the Yeoman rating.

This trend is expected to continue for at least the next two years after which the chances of making chief will probably improve.

Advancement opportunity, as a result of the expected participation in the February 1962 CPO examination will fall between 15 per cent and 40 per cent of those who pass the examination.

These percentages are based on a level strength concept with requirements for pay grade E-7 Yeoman personnel remaining stable. Good luck.—Ed.



**WORK OF ART**—Florentino S. Sacapano, IC3, USN, and his CO pose with oil painting Sacapano made of his ship, USS Nereus (AS 17).





**BUNDLED UP**—J. W. Ruff, BM3, USN, of USS Vance (DER 387), shows off foul weather gear he'll wear during his stay in cold Antarctica.

### Rig Time in Jig Time

SIR: Three ships of our Royal Australian Navy recently set records for underway line transfers and refueling rig time. I would like to know if our times can be compared to or beaten by any ship of the U. S. Navy.

While steaming across the South China Sea from Singapore to Manila, our ASW frigate HMAS *Queenborough* (FO 2) sped alongside the carrier HMAS *Melbourne* (R 21) and completed a highline transfer in 3 minutes, 49 seconds.

She then went on to create a fueling record at sea by making a hose connection with *Melbourne* in 4 minutes 5 seconds. Later that same day, HMAS *Voyager* (DO 4) broke *Queenborough's* highline record by making a packstay transfer in 3 minutes 46 seconds. All these ships are part of the SEATO Far East Strategic Reserve.

Can the U. S. Navy query this claim? —CFN Dale W. Hayes, RAA.

• Our Sixth Fleet carrier Franklin D. Roosevelt claims she rigged for fueling in three minutes flat (see below). As for highline transfer time, ALL HANDS researchers couldn't come up with a better one by the USN. We won't concede, however, until we hear from the Fleet.

Smart seamanship is SOP for the RAN, so we're not surprised at the figures you give. What does surprise us: What's an Army type like you doing with these sea records? We note you even get the hull numbers. —ED.

### Rigging — for the Record

SIR: Your June issue, in which you

report a two-minute, 20-second fuel rigging time for USS *Massey* (DD 778), no doubt went to press before you received word of our new underway refueling mark aboard USS *Turner* (DDR 834). To set the record straight, we'd like to report our times and see if anyone can top them.

As we see it, we broke all known rig records with a one-minute, 45-second over-all time on both fueling stations. We have heard of faster rig times on individual stations, but we believe that this is the fastest two-station time to date.

Our "Turner Tigers" rigged for fuel with USS *Aucilla* (AO 56) in one minute, 45 seconds forward, and one minute, 30 seconds aft. Our over-all time, measured from messenger in hand to receiving fuel, was 105 seconds.

Time of fueling can be divided into four phases: (1) The approach to the tanker, (2) the rigging, (3) the actual transfer of fuel, and (4) the unrigging.

Speed in rigging both stations is not

### Ship's Clerk Billet

SIR: Can you tell me whether or not there will be a billet for a Ship's Clerk (7820 designator) in the new nuclear-powered guided missile frigates of the Bainbridge DLG(N) 25, type? —N.B.B., CWO3, USN.

• No, there are no Ship's Clerk billets in the new guided missile frigates.

The DLG/DLGN officer structure is basically similar to that found in destroyers. —ED.

just a trick or gimmick of inter-ship competition. It's a vital part of the over-all time a destroyer spends alongside a tanker. While alongside, the two ships are married by wire ropes, their maneuverability is reduced almost to zero, and for this reason they are particularly vulnerable to attack during the operation. The goal, obviously, is to hook up, fuel, and then get away as quickly as possible.

We would also like to point out that in the peacetime Navy, safety of men and ships is never consciously sacrificed for speed. For this reason, a breakneck approach or too fast an unrigging is never practiced. (Emergency breakaways, however, can be accomplished in seconds with an axe.)

Transfer rates are limited by the size of fuel hose and the physical setup of the receiving ship. Thus the phase remaining for contests of speed is the rigging phase; in this destroyer competition is keen. Rig times have come to be regarded as a measure of deck seamanship.

Our riggers doubt that their new record will be broken easily, but they're still shooting for one minute flat. In the meantime, for lack of news of a better time, we claim our 1:45 with *Aucilla* as an all-time high for all classes of oilers. —G. E. Lockee, CDR, USN.

• Whew. You speedy riggers are chalking up records faster than we can straighten them out. However, it appears that *Turner* is the champ, for awhile anyway. Here's how they stack up as we go to press:

• HMAS *Queenborough* rigged with HMAS *Melbourne* in four minutes, five seconds (above).

• USS *Franklin D. Roosevelt* (CVA 42) and USS *Salamonie* (AO26) rigged in three minutes flat (above).

• USS *Massey* (DD 778) rigged with USS *Severn* (AO 61) in two minutes, 20 seconds (ALL HANDS, June 1961).

• *Turner* and *Aucilla* — 1 minute, 30 seconds.

Incidentally, we thank CDR Lockee for his interesting analysis of fueling tasks and doctrine. —ED.

### Steno Requirement for YNS

SIR: Stenographic requirements became effective for yeoman in the August Navy-wide examinations. This requirement covered all yeomen since earlier examinations do not meet the new requirements.

I completed YN "B" School in January 1959 and, since then, I have had very little occasion to use my stenographic skill except to take messages over the phone which could just as well have been taken in longhand.

This makes me (and others to whom I have talked) wonder why the Bureau doesn't assign its stenographic yeomen to jobs in which stenography is required and why there isn't a job code



for stenographers instead of requiring all yeomen to have stenographic skills which they seldom use.

It seems to me the way things are set up now that those who are now holding stenographic billets and personnel who recently graduated from a Class "B" School may be the ones who skin under the examination wire but will be unusable in billets where application of the skill is on an every-day basis.

This would seem to make available a limited field of "qualified personnel" to choose from for advancement to pay grades E-6 or E-7 with a resulting loss in morale. — L.F.M., YN2, USN.

• BuPers decided to reinstate stenographic requirements as a part of the yeoman rating on the basis of the findings of the Permanent Board of Review of the Enlisted Rating Structure.

We might add that there was also a considerable volume of mail received expressing reasons why the requirements should be reinstated.

Here are a few of the facts that influenced the board's opinion. You will note that the emphasis in some of those given here is toward greater skill for more demanding jobs.

There is an adequate requirement for stenographic proficiency, in normal rotation, to justify making shorthand a requirement for all YNIs and YNCs.

Since the removal of postal and personnel duties from the yeoman rating, it has been considerably restricted in scope.

Reinsertion of the requirement would stimulate a voluntary input of Class "B" School graduates to the Class C Stenography course for those who have shown greater capability and further interest in stenography.

The 60-80 words per minute requirement represents the minimum shorthand speeds which yeomen should attain.

There are, at the present time, insufficient personnel available to fill all the requirements for billets demanding more advanced stenographic skills. Reinsertion of the requirement will provide the source for such personnel and flexibility in assigning them to the more important secretarial billets. — Ed.

### 'Seavey' Failure Explained

SIR: An enlisted man recently reported on board with an entry in his service record which indicated that he was a "Seavey failure."

After searching NavPers 15909 (Enlisted Transfer Manual), I could find nothing concerning Seavey failure.

Would you explain what this term means? — R.C.M., YN3, USN.

• Seavey failure is a term used to describe anyone who was at one time on Seavey and later removed for a reason other than receiving Seavey orders.

Some reasons for Seavey failure are



ON DEFENSE—Two F-4D Skyraiders of VFAW-3, a squadron assigned to the North American Air Defense Command, skim California skies.

insufficient obligated service, inter-Fleet transfer, incorrect sea duty commencement date, transfer to a medical activity for treatment, machine error or improper diary entries. — Ed.

### Erin Go Brath

SIR: I have been informed that my wife and children are eligible to take one trip a year to a foreign country via MSTs space available, even while I am on active duty.

My deep concern about this matter is based on the fact my wife is an Irish citizen and wishes to visit Ireland with our children. Was I misinformed? — W.A.R., YN1, USN.

• Possibly. Did your source of information point out that your family could not make such a trip alone? If he said you would have to accompany them in a leave status, you received the straight dope. Is your permanent duty station in the continental limits of the U.S.? If so, you are eligible as outlined in OpNav Inst. 4650.4.

But, before you start packing, note that MSTs does not operate to Ireland. The nearest port would be Southampton, England. Also, there is but one sailing monthly which calls at Southampton and space is not always available. — Ed.

### Almost Impossible

SIR: While competing in a bowling tournament sponsored by the Naval Station at Long Beach last summer I successfully converted a 7-10 split. I recall reading in ALL HANDS some time ago that trophies are sometimes awarded to Navymen who attain certain specified goals in their particular sport. Do I qualify? — N.E.J., YN1, USN.

• Sorry. The only bowling trophies awarded by the Chief of Naval Personnel are for perfect games (300) or a 700 series (three-game total). (For the information of non-bowlers, the 7-10 split is considered an "impossible" setup to convert. To do so successfully usually means hitting one pin, which, if you're lucky, may occasionally bounce back to carry the other.) See page 55. — Ed.

### STAR Advancement

SIR: I reenlisted in December 1960 as a seaman under the STAR Program. On 16 May 1961, I was advanced to E-4.

I had applied for admission to Class "A" YN School but my application was cancelled because of my advancement to E-4 in May. I have now received a 1-A card making me available for Class "B" School later this year.

After reading BuPers Inst. 1133.13, I am unable to find any mention of automatic advancement to E-5 upon graduation from Class "B" School.

Can you clarify my status for me? — S.B., SN, USN.

• Sure we can. Your answer is in Para. 5e of BuPers Inst. 1133.13 (STAR) which states, among other things, that commanding officers of Class "B" Schools are authorized, upon graduation, to advance career designated men to grade E-5 if they have completed a year of service in pay grade E-4 and if they are recommended for advancement by their commanding officers.

For those who have less than a year in grade a notation in their service record provides for advancement after completing one year in pay grade E-4. — Ed.





**FULL CREW**—Repair ship USS Jason (AR 8) boasts this year's Ney Award for the best general mess in the Pacific's Fleet's Service Force.

### Bats and Pelicans

SIR: The March 1961 issue of *ALL HANDS* contained an excellent article on the Missile Test Center at Pt. Mugu, Calif. After reading that article, I seem to recall that the Bureau of Ordnance Special Unit at South Charleston, W. Va., assembled automatic-homing radar control units for Bat during World War II. It was the first automatic-homing radar missile.

This same West Virginia unit also assembled, I believe, the earlier Pelican control units and reclaimed several million dollars worth of excess electronic components and assemblies returned from Fleet and base activities.

Some 95 per cent of the unit's staff was made up of Naval Reservists. They did a top notch job in meeting delivery deadlines.—Capt R.W.A., USNR.

• *Your memory serves you well, Captain. The guidance mechanisms for both Bat and Pelican were assembled, checked and packed for overseas shipment by the Bureau of Ordnance Special Unit, Naval Ordnance Plant, South Charleston, W.Va., The components were manufactured by civilian companies.*

*For those who don't remember these missiles, here's some background that was furnished us by the Bureau of Weapons.*

*Both Bat and Pelican were radar homing missiles developed by the Bureau of Ordnance during World War II. Three patrol squadrons were equipped with Bat, and it was used in an attack on the harbor of Balikpapan, Borneo, in April 1945 and in attacks on Japanese ships off Okinawa later the same year.*

*Bat and Pelican airframes were small gliders mounted on carrier-based aircraft or patrol planes. Their guidance systems differed in that Pelican was a beam rider and Bat used a self-con-*

*tained guidance system.*

*In 1943 and early 1944, plans called for the airframes and guidance mechanism for Pelican to be provided by civilian companies and the guidance mechanism to be assembled and readied for shipment by the BuOrd Unit at South Charleston. When the Pelican program was terminated, similar arrangements were made for Bat production.*

*It would be rather interesting to hear from someone who has used either Bat or Pelican—Ed.*

### The Good Conduct Medal

SIR: My question involves the procedure for requesting the Good Conduct Medal and awards subsequent thereto.

If my memory serves me correctly, before the revision of eligibility requirements for the GCM, it was necessary to submit an individual letter to the Chief of Naval Personnel for the initial award, listing the marks assigned for the period involved.

Eligibility would then be determined and the medal would be sent to the command for presentation to the individual. However, for second and subsequent awards, where the command was able to determine from the current service record that the individual was eligible, the commanding officer could make an entry on the Administrative Remarks page authorizing the award.

After browsing through the Awards Manual recently, I could find nothing specific on the procedure for requesting a GCM or subsequent awards. I have also searched for a directive on this subject to no avail.

What is the proper procedure for requesting the Good Conduct Medal? Is the commanding officer authorized

to determine eligibility for subsequent awards once the initial award has been issued, or is it necessary to request substantiation from the Bureau in each instance?—C. L. C., Jr., YN1, USN.

• *Determination of eligibility for the Good Conduct Medal and subsequent awards was made by the Chief of Naval Personnel before the 1953 revision of NavPers 15790. This revision allowed commanding officers to make determination of first or subsequent awards where service record information was available.*

*However, because the medal was stocked only in the Bureau of Naval Personnel, all requests for the medal issuance were submitted to the Chief of Naval Personnel.*

*The current regulations (Change 5 to NavPers 15790) make no reference to the method of procurement. However, commanding officers may authorize the wearing of the ribbon and/or stars when determination of eligibility can definitely be made from the service record held by the command.*

*This determination can generally be made for a first enlistment award since a first enlistee has no previous closed-out record which has been forwarded to the Chief of Naval Personnel.*

*On a second or subsequent enlistment, however, especially under the current three-year requirement, the previous service record has been closed out and forwarded to the Bureau. Thus, if part of the prior enlistment is to be included in the second or subsequent award, the commanding officer has no access to entries or marks.*

*In such instances, a request must necessarily be made to the Chief of Naval Personnel for adjudication of the total period and determination of eligibility.*

*Inasmuch as application must be made to the Chief of Naval Personnel for issuance of the medal and, since service records containing complete eligibility periods are not available to commands, the provision for commanding officers to make such determinations was deleted from NavPers 15790.*

*However, as previously stated, this deletion does not preclude commanding officers' authorizing the wearing of the ribbon and/or stars when service record information is available.—Ed.*

### Rates and Precedence—Again

SIR: Of the two chiefs listed below, I would like to know which is the senior man for military matters on this station.

One man is a QMCA with 10 years' service and three months in rate, and the other, a BTC, has 17 years' service and three years in rate.—W.A.L., BMCS, USN.

• *The quartermaster is senior, regardless of time in rate or time in service.*

*This question seems to come up almost every time we get a new batch*



of CPOs. It is, however, clearly spelled out in the "BuPers Manual." The book even goes so far as to give specific lists for each pay grade, showing exactly how the different rates stack up in regard to precedence.

In the "BuPers Manual," Article C-2103(5), the quartermaster rating is number two on the precedence list, while boilerman is about 30th. This means that any QMC takes precedence over any BTC for military matters, regardless of time in rating.

Since QMC is second only to boatswain's mate on the precedence list, the QMC is senior to all E-7s (and naturally all those men in lesser pay grades) except the BMC, and at the same time, since BTC is about number 30 on the list, all those chiefs listed above him take precedence, and are therefore senior, for military matters.

Of course, your commanding officer can disregard this precedence list completely and designate the man he wishes as senior chief. He couldn't make a PO1 senior to a chief, but he could make the BTC senior chief over the QMC.

The "BuPers Manual" says: "Unless otherwise directed by competent authority, enlisted personnel shall take precedence for military matters in accordance with the rules prescribed in this paragraph. In such matters the individual taking precedence shall be considered to be the senior member."

About the only difficulty that should come up on this section of the manual is exactly what is a military matter and what is not. But even this is covered generally. It seems almost anything from a watch list to the presidency of the Chief's Mess can be considered military. Non-military matters concern only those things "which involve privileges or honorary functions, in which no responsibility to exercise authority over others is involved." In matters

## Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *Pearl Harbor Survivors* — A reunion is scheduled for 7 December at Disneyland Hotel, Anaheim, Calif. For further details, write to Mark Ferris, 7551 Trask Ave., Playa Del Rey, Calif.

• *VP-11* — A 20th anniversary reunion for members of VP-11, who were based at NAS Kaneohe, Hawaii, in December 1941, is being planned. For additional information, write to Charles F. Willis, Jr., 2320 Sixth Ave., Seattle, Wash.

outside this area you should go strictly by the precedence list — unless your commanding officer has other ideas. — Ed.

## Converting to Another Rating

SIR: I have a question that concerns Waves in the TE/RM rating.

In my own case, and for background, my rating is now TE/RM2. In 1955 I graduated from TE "A" School. I was advanced to TE2 in 1957. In connection with the gradual elimination of the TE rating, I was identified as TE/RM.

Since that time, I have experienced a great deal of difficulty in attaining any kind of proficiency in radio code — enough to preclude probable eventual conversion to the RM rating. Even if I were eventually able to change to RM, I would probably find it very rough attempting to advance in that rating.

I have a strong desire to change to

the rating of PC. I have completed the training course, *Navy Mail*, Volumes I and II — satisfactorily. Present indications are, however, that Waves will not be permitted to enter that rating.

Specifically, my questions are: Is any consideration being given to allowing Waves to enter the PC rating? If the answer to that question is negative, what is the deadline for my conversion to some other rating? — L.J., TE/RM2, USN.

• *Waves will definitely not be permitted to enter the PC rating, since the great majority of PC billets are in ships.*

*Complete information on final disestablishment of the TE rating is contained in BuPers Inst. 1440.20A, which should be available at your personnel office. — Ed.*

## First Ship to Test Asroc

SIR: In your May 1961 issue you referred to the guided missile frigate *uss Mahan* (DLG 11) as the first ship to test the *Asroc* system in Pacific waters. However, I seem to recall the frigate *uss Norfolk* (DL 1) testing the *Asroc* system in the Pacific about two years ago — in the summer of 1959, to be exact. Right or wrong? — J. W., SN, USN.

• *Right — and wrong.*

*While it is true that in the summer of 1959 *uss Norfolk* carried a prototype system on board for the purpose of conducting a technical evaluation of the *Asroc* system, it is also true that *uss Mahan* was the first ship in the Pacific to test out what is differentiated as a production *Asroc* system.*

*Thus, *Norfolk*'s tests were more in the nature of preliminary testings prior to full acceptance of the system, while *Mahan*'s were those of evaluation after acceptance and incorporation into the Fleet's defense system. — Ed.*

...how to send ALL HANDS to the folks at home

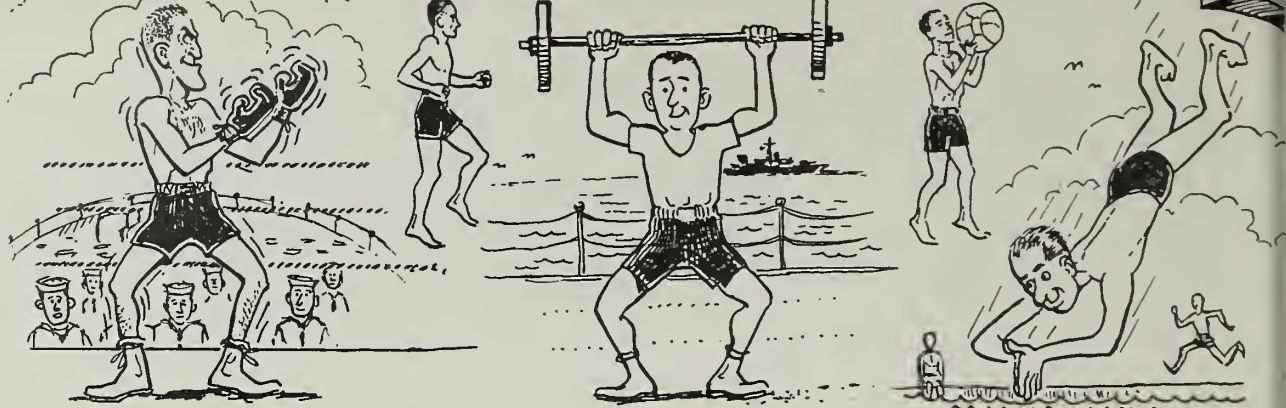
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# Here's How To Look Trim,

**N**AVYMEN ARE, by definition, fighting men. Fighting men should have a reasonable amount of strength and endurance. Both of these commodities are hard to maintain in our highly mechanized civilization.

There was a time when fighting men lived a life designed to condition their bodies solely for the purpose of making war.

Our concepts have changed since then. War has become something to be avoided, if possible, and the fighting man is now expected to concentrate a good part of the time exercising his brain power.

Although a Navyman no longer has to keep the muscles bulging in his sword arm, he does have to keep fit.

There are two roads to this goal, and they should be traveled simultaneously.

To be fit, you must exercise and watch your food intake.

The best, and most satisfying way to get exercise is in the course of your work or in recreation. Nowadays, not many people have to chop wood or move

heavy weights around during the average working day and a Navyman can't always take a brisk walk, a good swim or play 18 holes of golf.

Facilities for recreational exercise are often expensive, hard to get at or just not available to everybody every day. Aboard ship, however, any man who wishes to do so can take a brisk turn on deck or find sufficient space to do a few exercises. All you need is your own weight and sufficient room for you to lie, stand, squat and to stretch your arms and legs.

**T**HERE IS A DIFFERENCE between muscular activity and exercise. Your usual daily activities move muscles but don't exercise them.

In order to have bounce, to feel alive, it isn't necessary to be muscle bound or move mountains. All you need is muscle tone.

Muscle tone is like musical tone — a sense of physical harmony in which every muscle is at the right pitch. There isn't any magic required to do this — all you need is about 20 minutes daily.

The medical officer is the man to see for exercises that are tailored to take care of your particular needs but here are a few routines that will take care of the rank and file.

- *The washerwoman* — Stand with your hands stretched above your head. Bend and touch your toes. Bend your back — not your knees. This is good for your leg and back muscles.

- *The archer* — Lie on your belly with your hands clasped behind your neck. Raise your head and chest. This is a general tune-up for back muscles.

- *Abdominal arch* — Like the archer except that you raise your legs one at a time as you raise your head and chest.

- *The leg lifter* — Lie on your back. Keep your legs stiff and raise them one at a time. This strengthens thighs and tones the abdomen.

- *Bend and squat* — Stand. Bend and touch your toes. Stand. Squat. This strengthens hip muscles.

- *Push-ups* — You know how to do them. Be sure you keep your body straight.

- *Sit-ups*. Hook your toes under something. Keep your abdomen rigid as you pull to a sitting position with your hands clasped behind your head. Great for the abdominal and leg muscles.

- *The punter* — Stand with your arms extended rigidly above and behind your head. Bring them down in front of you to chest level at the same time raising

## Conditioning Program

ALL MILITARY DEPARTMENTS have been ordered by the Secretary of Defense to set up physical conditioning programs.

The exercises are divided into four groups each of which is designed to test a specific aspect of your physical fitness. Failure to pass any one group flunks you out of the whole test.

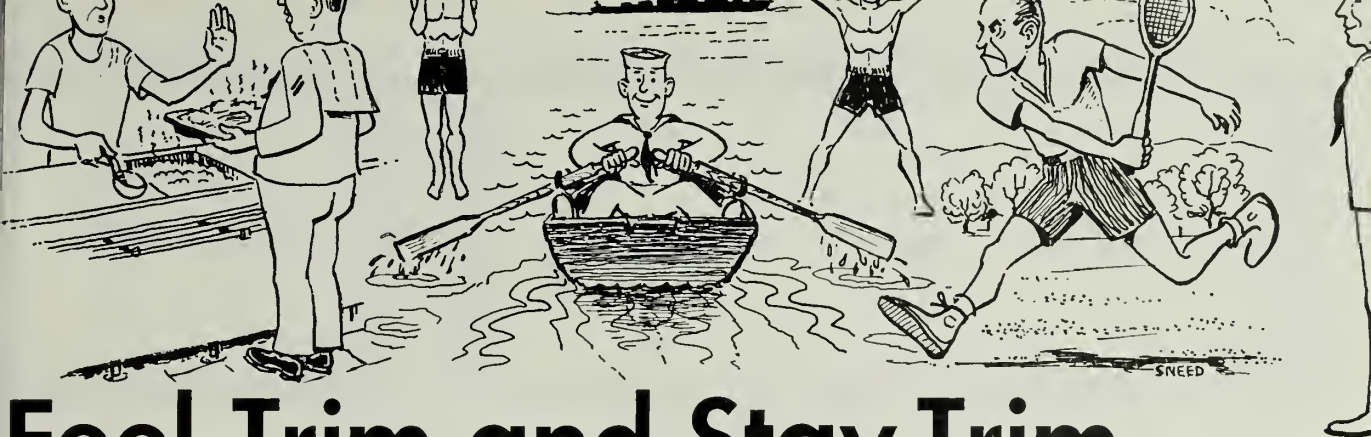
The only Navyman exempted from the order are those who cannot participate for medical reasons. Navyman over 40 are actually not required to participate either — except on a voluntary basis. They will be encouraged to volunteer.

Those who can't pass the minimum standards will be required to take part in vigorous exercise and developmental activities.

Details may be found in BuPers Inst. 6100.2, and in the information on these pages.

Beefy sailors also come under a cold, steely gaze. In SecNav Inst. 6100.1, there is a terse announcement that all naval personnel are expected to meet the weight standards set forth in the *Manual of the Medical Department*, Chapter 15, Article 8, Paragraph (1). (Sec box.)





# Feel Trim and Stay Trim

each leg as though you were punting an imaginary football held in your hands. This strengthens hip muscles.

**P**ATIENTS OF THE Physical Therapy Section at the National Naval Medical Center, Bethesda, Md., are examples of what exercise can do to build bodies from relative uselessness to normal activity.

Many Navymen who find themselves referred to the Section have recently been put together again after an accident or are recovering from operations.

In either case, they are unable to use parts of their bodies which have been damaged for one reason or another.

For the patient who cannot exercise of his own volition, the unit has electronic equipment which, when applied to the patient, will involuntarily flex the patient's muscles thus giving him exercise although the patient himself is incapable of movement.

When the patient has progressed to the point at which he has control over his muscles, the therapists provide him with weights and exercises designed to strengthen weakened muscles.

Physical therapists have to combat the same problem any man who embarks on a do-it-yourself fitness program will encounter. Therapy patients must go to the Naval Hospital for their treatment even though their therapy may consist of exercises which could as well be done at home.

There is a sound reason for this. Even though exercising may sometimes mean the difference between walking and not walking, patients have a tendency to goof off. If they do the exercises, they may do them in such a way that stronger muscles will do the work intended to rebuild weak muscles or they may let momentum and not muscle move the weights. At the hospital, they are placed in front of mirrors in which they can check themselves and therapists are on hand to correct any cheating — willful or otherwise.

Physical therapists have to cope with discouragement. It sometimes takes a long time to rebuild a broken body through exercise.

You won't have that difficulty. You will be able to feel the difference a little exercise makes almost immediately and will be able to see the difference in a matter of a few weeks.

Physical therapists also treat Navymen who have become the victims of a sedentary life. LSD (large steel desk) skippers who get no exercise other than propelling themselves from one ride to another often

lack the muscle tone to hold themselves in a good posture. The result: they suffer from a myriad of complaints which range from backaches to low vital capacity.

**G**OOD POSTURE is often a matter of muscle tone and a realization that your posture is bad. It is a good idea to back up against a bulkhead now and then to check whether or not your heels, buttocks, shoulders and head touch it while standing naturally. If they don't, make them.

If you are overweight, one of the best exercises you can take to reduce the excess poundage is pushing yourself away from the table.

Food is energy. Exercise can prevent you from getting fat because it will burn up the fuel you feed your body. If you are fat before you start exercising, reducing your food intake is the only way to get rid of the extra blubber.

You may point to the hot day you played a couple of sets of tennis and lost five pounds. You bet you did lose five pounds, but how long did they stay lost? What you got rid of on the tennis court was water and not fat.

In order to lose one pound of body fat by exercise, you would have to walk sixty-six and one half miles (at the rate of one mile each 17 and one-half minutes); stand for 160 hours; shovel 114,739 pounds of sand; run 43.2 miles (at the rate of one mile each six minutes); climb 48 times to the top of the Washington Monument or do 5714 push-ups from the floor.

You don't have to consider yourself a martyr to reduce your weight by dieting. Dieting doesn't mean food frustration but it does mean calorie restriction.

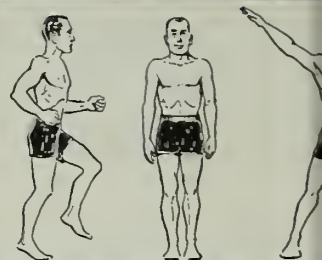
You can eat anything you want provided your daily caloric intake in balanced meals equals your daily energy output.

Again, a word of warning. In diet, as in exercise, your medical officer is the man to give you specific advice. He can give you calorie charts and tell you what your intake should be for the type of work you do.

Your naval duties require you to be in top flight condition. Look around you. Do you see many of your friends indulging themselves in too much food and too little exercise?

A proper diet and a few daily toning-up exercises will make your friends look better and feel better — and you, too.

— Robert Neil



# A Navy Primer

UNCLE SAM'S NAVY expects all Navymen to be physically fit.

To measure the degree of physical fitness of each individual, tests will be given to Navymen who have been on active duty for 90 days and who have not reached their fortieth birthday. The tests will measure arm, shoulder, abdominal and trunk strength, explosive power of the legs and endurance.

In order to do this, Navymen will be required to do a minimum number of push ups or pull ups, sit ups, jumps and a certain amount of running, all to be performed in a certain way.

There will be four tests, and they all have to be completed during one session which can last up to one hour. Rest periods are allowable between events.

Now, here's what you have to do, and how you do it:

To test your arm and shoulder strength you may do either push ups or pull ups.

## Push ups

Lie on your belly with your hands under your shoulders and your palms flat on the floor. Straighten your arms to lift your body until your arms are fully extended and only your palms and toes touch the floor. Keep your back and legs straight.

Lower your body until your chest touches the floor. This is one full count.

Be careful to do this according to the rules. If you do a push up incorrectly, it won't count. You have to do at least 15 push ups to be a winner.

## Pull ups

Grip a bar with palms inward or outward but with both palms facing the same direction. Your feet must not touch ground. First, hang at full-arm extension.

Lift your body until your chin can touch the bar. Then lower your body to a full arm's-length before starting to pull up again. This is one count. *Be sure you pull up. Don't swing up.*

As with the push ups, if you don't do it right, it doesn't count. A minimum of three will get you over the line.

In order to test your abdominal and trunk strength, there is only one exercise — the sit up.

## Sit ups

Lie flat on your back with your hands clasped behind your head.

Sit up to a vertical position or beyond. Keep both feet on the floor. If you can't do this by yourself, somebody can hold your feet to keep your legs straight.

Return to a lying position touching both elbows to the floor.

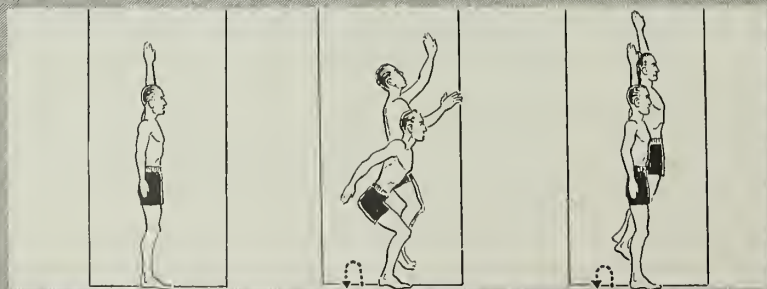
We repeat, follow the rules; incomplete performances are not counted. The least you can get by with here is 25.

You have two choices of tests for measuring the explosive power of your legs. They are the jump-reach or the standing broad jump.

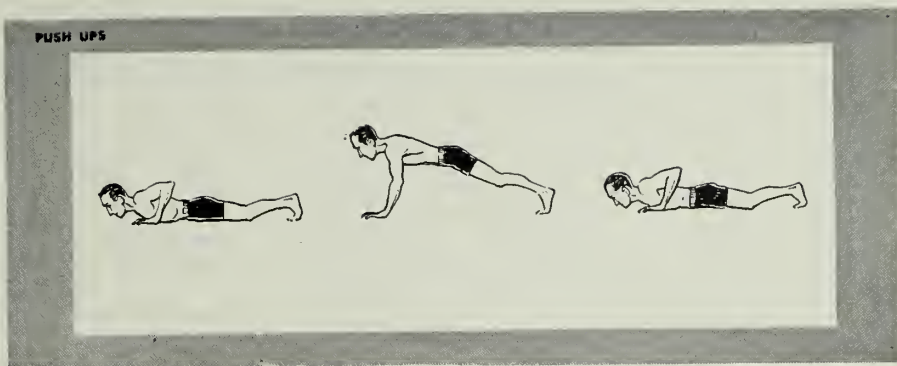
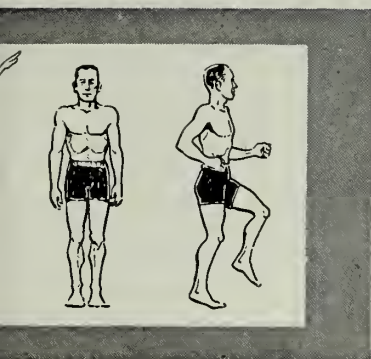
## Jump and Reach

Stand with both heels on the floor with your side to the wall. Reach as high above your head as you can and have that point marked on the wall.

Without taking any steps from where your reach was marked, jump as high as you can and touch the wall again. The height of your jump will be measured between the first mark and the mark you made when you jumped. Your top mark must be at least 11 inches above the bottom mark.







# Physical Fitness

## Standing Broad Jump

Toe a line and jump with both feet. Your jump will be measured from the jump line to the nearest point of touching on the floor after the jump. If one foot lands ahead of the other, that means the heel of the foot nearest the jump line will determine the measurement. If you fall, the point nearest the jump line at which any part of your body touches the floor will determine the distance of your jump. The minimum jump is six feet four inches.

*Your endurance will be measured by a 300-yard shuttle run or a stationary run.*

## Stationary Run

When the timer gives the signal, begin to run in place by bringing the knees up in front of you with the foot coming about four inches off the floor with each step.

Each time your right foot hits the floor, you have completed a count. After each 100 counts, do 10 astride jumps and resume your stationary run.

To do an astride jump, begin with your feet together and your arms at your side. Jump to an astride position with your feet apart to each side swinging your arms to the side and over your head. Return to your starting position with each jump.

Your score is determined by the number of full counts executed in three minutes. Astride jumps aren't counted.

In this test, only persistently bad performance will make the test invalid so keep bringing the knees up. You can also stop during the three-minute period with no more penalty than the loss of time involved. When you resume your run, the count will begin where you

left off. Your right foot has to touch the ground at least 176 times in three minutes.

## 300-Yard Shuttle Run

You must run between two lines 60 yards apart five times. You will, of course, finish on the line opposite the one from which you started.

You must cross the line with both feet when you are running in order to qualify for that particular section of the relay. The shuttle run ends in at least 66 seconds, or else.

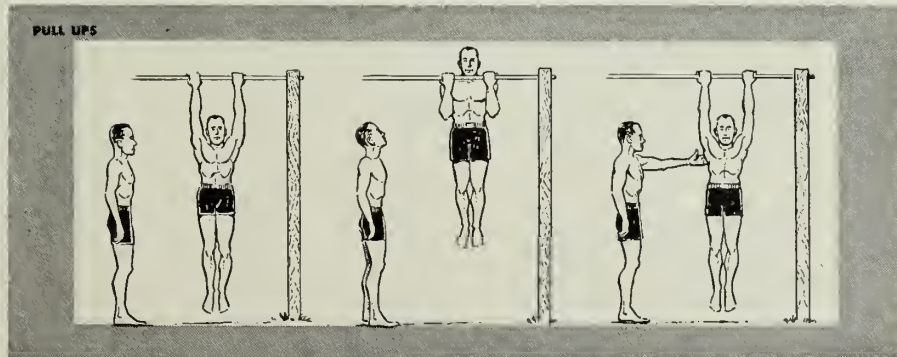
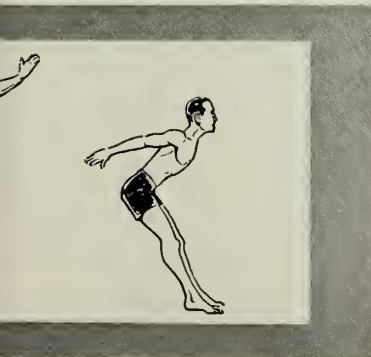
The choice of tests is up to you except in the endurance section where running in place will be substituted for the shuttle run, at the discretion of the test administrator, if there is insufficient space for the shuttle run. This will probably be the case aboard some ships if the shuttle run cannot be scheduled while the ship is in port.

**I**F YOU ARE INTERESTED in what the Navy thinks of your efforts check the table on this page which gives graduated achievement standards. While you are practicing, you can rate yourself to see how you measure up.

The frequency of these tests will be decided by the command in which you are located. However they should be given at least quarterly, and everyone is subject to testing by inspecting parties at any time.

All men who rate in the unsatisfactory column will be required to participate in a physical conditioning program.

If a petty officer or an officer fails to meet the minimum requirements, the commanding officer will make a note of it in his evaluation report or his fitness report in accordance with program requirements.



# GRADUATED ACHIEVEMENT STANDARDS

Event	Unsatisfactory	Satisfactory	Good	Excellent	Outstanding
Push Ups	0-14	15-24	25-31	32-39	40 or above
Pull Ups	0-2	3-7	8-11	12-17	18 or above
Sit Ups	0-24	25-33	34-50	51-70	71 or above
Jump and Reach	0-10 inches	11-16 inches	17-20 inches	21-23 inches	24 inches or above
Standing Broad Jump	0-6 ft. 3 in.	6 ft. 4 in. - 6 ft. 10 in.	6 ft. 11 in. - 7 ft. 7 in.	7 ft. 8 in. - 8 ft. 5 in.	8 ft. 6 in. or above
300-Yard Shuttle	over 66 seconds	66-58 seconds	57-52 seconds	51-47 seconds	46 seconds or under
Stationary Run (full count jumps in three minutes)	0-175	176-220	221-270	271-325	326 or over

THE WAY MOST PEOPLE would like to get their exercise is during the course of their work or recreation. Fortunately or unfortunately — depending on the way you feel about it, there aren't many jobs that require a lot of muscle flexing these days, and not all Navy-men can indulge in sports programs which will give them exercise.

A lot of what we call recreation today really isn't much when it comes to developing strength and endurance. Three of the best forms of recreation are walking, running and swimming.

When we say walking, we don't mean taking a stroll through the park nor do we mean draping yourself over an inflated inner tube and floating in the pool when we speak of swimming. Therein lies the difference, as we said before, between muscular activity and muscular exercise.

Muscular exercise will give you bounce and make you feel alive. In order to achieve this state of well being you don't have to make yourself look like the cover boy on a body building magazine. All you need is muscle tone.

FOR NAVYMEN who can't take a swim or a walk or run around the block, because you are aboard ship or in other confining circumstances, there are exercises which you can do. All you need are your own weight and sufficient room to lie prone, stand, squat and stretch your arms.

Here are a few suggestions which will get you in shape for the Navy tests. Set your own pace and avoid strain. *Doing more at the beginning than you are physically capable of doing will result in more harm than good. Don't overexercise; don't overeat.*

Do these exercises daily and increase your activity until you reach the desired level of strength. After that, three sessions a week should be enough to maintain your strength.

The methods of doing all these exercises are the same as the methods prescribed for the Navy tests. The only exercises not included in the tests previously mentioned are the stretcher and the sustained jumping.

## Stretcher

To do the stretcher, start with your feet astride and your arms up and straight with your hands clasped.

Bend and touch the floor outside your left foot. Touch between the feet and touch outside your right foot.

Come to an upright position and bend in a circle as far as possible with your hands above your head.

## Sustained Jumping

The sustained jumping is simply a practice of the jump and reach test. Follow the directions given for the test but, instead of doing it only once, keep doing it each time, trying to go higher. This will not only improve your reach but it will build endurance.

PART OF KEEPING FIT is keeping your weight within reasonable bounds. If you have been an LSD (large steel desk) skipper for quite a while, chances are you have begun to show it around the middle, especially if the most exercise you have had is propelling yourself from your easy chair to your car and then back home again.

Exercise of course, will help you check your weight gain. There is one exercise particularly recommended for blubbery people — and it's worth repeating — push yourself away from the table.

## Guide for Individuals in Do-It-Yourself Physical Fitness Programs

In the chart below, the first line of numbers in each group applies to Navymen under 40; the numbers in parentheses are for Navymen who are 40 or more years old.

Exercise	Performance Time	Unsatisfactory	Satisfactory	Good	Excellent	Outstanding
Stretcher	2 mins.	0-22 (0-19)	23-24 (20-22)	25-26 (23-24)	27-29 (25-26)	30 and above (27 and above)
Sit Ups	60 secs.	0-19 (0-15)	20-24 (16-20)	25-29 (21-24)	30-35 (25-29)	36 and above (30 and above)
Push Ups	60 secs.	0-14	15-16	17-19	20-24	25 and above
Sustained Jumping	60 secs.	(0-12)	(13-14)	(15-17)	(18-20)	(21 and above)
Stationary Run	6 mins.	0-350 (0-300)	351-410 (301-375)	411-525 (376-450)	526-650 (451-550)	651 and above (551 and above)



## Read This Chart to Find Your Correct Weight

Did you find you needed larger blues this fall? Did you tell yourself it was only because you are a growing boy? If so, check this chart, and you may discover you're not the ideal physical specimen you thought you were.

This table is used as a guide in determining whether men are, or are not, medically acceptable

for the Navy's officer procurement programs. It should give you a pretty good idea of the sort of shape you're in.

The standard weight for each height for the age group 26-30 is the ideal for men over 30. For men under 30, "ideal weights" can be misleading because of such factors as variations in growth rate.

Weight According to Age and Height

Height (inches)	17-20			21-25			26-30			31-35			36-40			41-45			46-50			51-64		
	Mini- mum	Stand- ard	Maxi- mum	Mini- mum	Stand- ard	Maxi- mum	Mini- mum	Stand- ard	Maxi- mum	Mini- mum	Stand- ard	Maxi- mum	Mini- mum	Stand- ard	Maxi- mum	Mini- mum	Stand- ard	Maxi- mum	Mini- mum	Stand- ard	Maxi- mum	Mini- mum	Stand- ard	Maxi- mum
60	105	117	146	108	120	150	110	122	153	125	157	128	160	131	164	133	166	135	169	137	171	139	174	176
61	107	119	149	110	122	153	112	124	155	127	159	130	163	133	166	135	169	137	171	139	174	141	176	180
62	109	121	151	112	124	155	113	126	158	129	161	132	165	135	169	137	171	139	174	141	176	143	178	183
63	111	124	155	113	126	158	115	128	160	131	164	134	168	137	171	139	174	141	176	143	178	145	180	185
64	113	127	159	115	128	160	118	131	164	134	168	137	171	140	175	142	178	144	180	146	183	148	185	190
65	115	130	163	119	132	165	121	135	169	138	173	141	176	144	180	146	183	148	185	150	188	152	190	195
66	117	133	166	122	136	170	125	139	174	142	178	145	181	148	185	150	188	152	190	154	193	156	195	200
67	121	137	171	126	140	175	129	143	179	146	183	149	186	152	190	154	193	156	195	158	198	160	200	205
68	125	141	176	130	144	180	132	147	184	150	188	153	191	156	195	158	198	160	200	162	203	164	205	210
69	129	145	181	133	148	185	136	151	189	154	193	157	196	160	200	162	203	164	205	166	208	168	210	215
70	133	149	186	137	152	190	139	155	194	158	198	161	201	164	205	166	208	168	210	170	213	172	215	220
71	137	153	191	140	156	195	143	159	199	162	203	165	206	168	210	170	213	172	215	174	217	179	221	226
72	141	157	196	145	161	201	148	164	205	167	209	170	213	173	216	175	219	177	221	180	223	182	225	230
73	145	161	201	149	166	208	152	169	211	172	215	175	219	178	223	180	225	182	225	184	227	186	229	234
74	149	165	206	154	171	214	157	174	218	177	221	180	225	183	229	185	231	187	231	189	233	191	235	240
75	153	169	211	158	176	220	161	179	224	182	228	185	231	188	235	190	238	192	238	194	236	196	238	243
76	157	173	216	163	181	226	166	184	230	187	234	190	238	193	241	195	244	197	244	199	246	201	248	253
77	161	177	221	167	186	232	170	189	236	192	240	195	244	198	248	200	250	202	250	204	252	206	254	259
78	165	181	226	172	191	239	175	194	242	197	246	200	250	203	254	205	256	207	256	209	258	211	260	265

## All-Navy Softball

A talent-laden crew of NAVAIRPAC *Packers* have returned the All-Navy Softball crown to the West Coast.

For the hundreds of appreciative fans who sat in on the festivities at NAS Patuxent River's Buddy Myers Field 21-24 Sep, the 1961 All-Navy Tournament will always rate as a prime exhibition of softball at its best. For the record, it will be remembered as a year the form sheet flew out the window during a major share of the four-day action.

It was a year, for example, which saw the solid pre-tourney favorite — the Atlantic Fleet Region champion SUBLANT crew featuring a murderous array of big name sluggers — flail away fruitlessly for 21 innings for a grand total of two measly runs, and become the second team eliminated from the meet.

It saw, too, the Pacific Coast Region *Packers*, figured by many as the title favorite if SUBLANT wasn't, unceremoniously dumped into the losers' bracket in their very first game. And it presented the exciting spectacle of a youthful Cinderella

team, wearing the colors of the Potomac River Naval Command and the North Atlantic Region, making a rousing and courageous run for the roses — and very nearly coming up smelling like one.

Midnight finally tolled for the hustling PRNCers, however. Classy NAVAIRPAC — no pikers in the courage department themselves — proved equal to the task of playing four tough games within 36 hours, and topped the previously undefeated NORLANT entry twice on the tournament's final day to walk off with all of the marbles.

In the end it was four straight brilliant pitching performances by AIRPAC's two young righthanders, Joe Lynch and Jim Sperry, plus the clutch hitting of rightfielder Red Lewis, which turned PRNC's dreams of glory into pumpkins.

Through 30 pressure-packed innings in those 36 hours, 19-year-old Lynch and 21-year-old Sperry combined for two wins apiece, surrendered just one lonely run, and struck out 55 opposition batters. And in three of the four games the lefty-swinging Lewis had a large hand

directly in the production of the winning run.

The tournament, day by day:

### First day

Western Pacific Region (CINCPACFLT) — 3; South Atlantic Region (NAS Charleston) — 0. WESTPAC's tall Bob Clason and SOLANT's drop-ball artist Don Weed matched goose-eggs through seven scoreless innings. Samoan outfielder Paulo Pueliu broke the game wide open by leading off the eighth with a mammoth home run over the centerfield fence. Clason finished with a fine one-hitter.

NORLANT — 2; LANFTLT — 1. Jim Dillon's strong three-hitter stopped LANFTLT's vaunted power cold. Centerfielder Billy Taggart scored the winning run in the sixth when he walked, stole second, and romped home when an attempted pick-off throw went awry.

### Second day

WESTPAC — 4; PACCOAST — 1. Little Tom Ford tossed a four-hitter at the startled *Packers*, while leftfielder Dick Rothstein's long home run and Pueliu's ground-rule double paced the WESTPAC batting attack,



**TWO HATS**—John Lightning, USN, who is also Chief of a Canadian Indian tribe, receives his hard hat from his division officer.

as the Far Pacific boys won their second straight.

LANTFLT — 1; SOLANT — 0. A lead-off single in the seventh inning ruined Jim Cheesman's bid for a no-hitter as the big SUBLANT ace hurled his club into the victory side of the ledger, and eliminated SOLANT from further play.

#### *Third day*

PACCOAST—1; LANTFLT—0. Lynch's

REFUELING MUSIC is provided by bands of USS Lake Champlain (CVS 39) and USS Beale (DDE 714) during replenishment at sea.



sparkling two-hitter and 12 strikeouts kept LANTFLT's big guns spiked. Lewis' single, Bob Petinak's sacrifice, and a line single by center-fielder Jim Shaw produced the winning tally in the fourth.

NORLANT — 3; WESTPAC — 1. Slick Kenny Gossett outdueled Clason, scattering five hits to hand WESTPAC its first loss. Hustling little right-fielder Chico Gotaucio, a crowd favorite throughout the meet, went three for three, and tripled home the two winning markers in the sixth.

PACCOAST — 2; WESTPAC — 0. Out-fielder Pueliu toed the pitching rubber in this one, and did a fine job, but he couldn't quite match the strong-armed Sperry, who dazzled the WESTPAC'ERS with a two-hitter while whiffing 14. Lewis' big two-run homer in the fifth gave Sperry all the margin he needed.

#### *Fourth Day*

PACCOAST — 2; NORLANT — 1. The fireballing Lynch and NORLANT's slender Wayne Bowen, hero of their Regional Tournament triumph, battled it out through eight bitter innings in a real heart-stopper before PACCOAST and the ever-present Lewis, broke through in the ninth. Lynch himself singled in his team's first run, while Jerry Stewart's double and Gotaucio's single in the last of the seventh saved NORLANT from a 1-0 loss in regulation time.

Lewis blasted a triple to lead off the AIRPAC ninth, and scored the decisive run two outs later on a wrong-field bloop single by short-stop Bob Knapp. Lynch finished with a four-hitter, and fanned 14.

PACCOAST — 7; NORLANT — 0. An overwhelming pitching show by the dark-haired Sperry, and a NORLANT defense which finally cracked, told the story when the two clubs returned to the field just 20 minutes after completion of the first contest. Sperry, sharp as a razor, gave up just two harmless singles and struck out 15, while two NORLANT fielding miscues put righthander Dillon behind to stay in a hurry. Lewis' smoking bat finally cooled off, but third baseman George Giles, with a single, triple and two walks, and veteran catcher Petinak, with a single, sacrifice fly and two RBI's, ably took up the slack.

Lynch (16 innings, 1 run allowed, 26 strikeouts), and Sperry (17 innings, no runs allowed, 34 strikeouts) were unquestionably the two brightest pitching lights in a tournament replete with top-notch mound performances. Lewis (7 for 13, .538) and Gotaucio (6 for 11, .545) were far and away the tourney's most consistently outstanding hitters.

### **Champion Anglers**

Donald N. Clark, an aviation machinist's mate second class, USN, stationed at NAS Corpus Christi, Tex., has won the Big Fish Roundup — lead-off contest in the new Navy-wide Sport of the Month Program.

Clark's winning entry: A 327-pound, ten-and-a-half foot hammer-head shark caught on July eighth. A championship plaque, engraved with the pertinent details of his achievement, has been forwarded to him via his Commanding Officer.

Second and third place winners in the Roundup (which had a deadline date for entries of 31 July) were Franklin A. Futch, aviation storekeeper second class, USN, of NavSta Seattle, who boated a 223-pound halibut, and LT Leonard L. Auclair, USN, of the U. S. Naval Ordnance Unit, Key West, Fla., who landed a 206-pound white shark. They too received trophies commemorating their accomplishments.

Details of the Sport of the Month Program can be found in the May 1961 Special Services Newsletter, and in the August 1961 ALL HANDS.





## Keeping Fit in UDT

**W**HETHER OR NOT you have what it takes to become a Navy "frogman" will probably come to light during your fourth week of underwater demolition team training.

Twice each year a group of Navymen at the U. S. Naval Amphibious School, Coronado, Calif., enter this most crucial week of one of the toughest military training programs ever devised. A little more than half of the students complete the course.

Aptly nicknamed "Hell Week," this is the roughest and most strenuous of the 17-week course. If the "pollywogs" pass every trial to which subjected, they qualify for 13 more weeks of training.

Those completing the fourth week usually graduate later and become members of one of the two operational Underwater Demolition Teams in the Pacific Amphibious Force.

After assignment to a team they are further screened for aptitude and are sent on to other schools for specialized training in other fields.

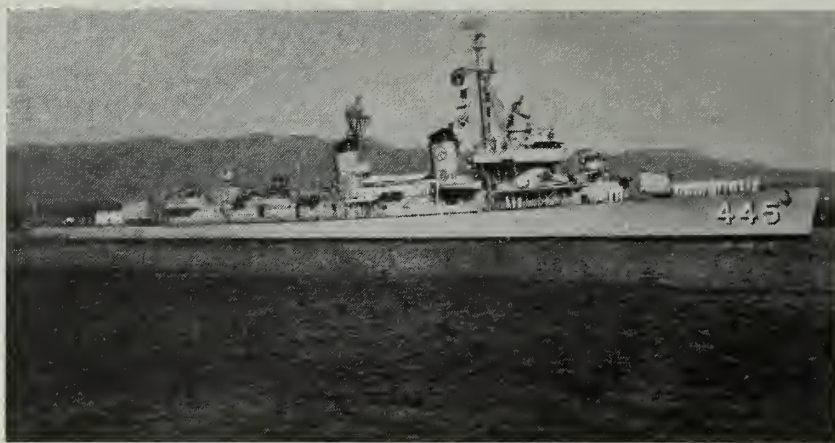
Trainees do not receive final UDT qualification until they have completed six months of UDT duty.

*Clockwise from top left:* (1) UDT candidates are tested for strength and endurance by climbing a line which is being jiggled by an instructor. One candidate splashes in water below. (2) Future frogmen gain experience in working and fighting under the most abnormal conditions by crawling through sloppy mud. (3) UDT trainees lift heavy, water-soaked logs on which an instructor jumps up and down. (4) During a competitive race, future frogmen run at top speed while shouldering 500-pound logs. (5) Instructor keeps frogman trainees in safe range as they ease their way through a mine field, simulating battle conditions.





# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



GOING ON 20—A veteran of both WW II and the Korean conflict, the escort destroyer *USS Fletcher* (DDE 445) is still going strong.

## Modern Amphib Assault Ship

The Navy's newest amphibious assault ship, which was launched in August, is *Okinawa* (LPH 3).

*Okinawa* is designed to embark, transport and land troops and equipment by means of assault transport helicopters.

She is 592 feet long with a beam of 84 feet, and is being constructed at a cost of more than 42 million dollars.

She weighs 18,000 tons and will carry a crew of 700 with facilities for 2000 Marine troops. Her aircraft complement will consist of approximately 20 helicopters.

The modern amphibious technique of vertical envelopment was pioneered by Navy-Marine Corps teamwork and exploits the element of surprise.

Combat-ready Marines are borne inland behind the enemy's defense

by helicopters. They isolate his strong points, disrupt his communications and, in combination with beach-landed Marine assault troop units, consolidate to crush the enemy.

*Okinawa's* keel was laid on 1 Apr 1960. She is scheduled to be commissioned in June 1962.

## First Nuclear Surface Warship

The guided missile cruiser *USS Long Beach*, CG(N) 9, has been commissioned at Boston Naval Shipyard. She is the world's first major nuclear-powered surface ship.

*Long Beach* is also the first warship to rely solely on guided missiles for her major offensive and defensive power. She carries one *Talos* and two *Terrier* missile launchers. Both *Terrier* and *Talos* are supersonic surface-to-air missiles.

*Long Beach* also carries *Asroc* launchers. She has a 960-man crew.

## Still Running Strong

One of the Navy's oldest active ships has celebrated her 19th anniversary of service in the Fleet — service originally scheduled to end four years ago.

The officers and crew of *USS Fletcher* (DDE 445) observed the ship's 19th year of service this summer at Pearl Harbor, the destroyer's home port.

*Fletcher* was built with a proposed life span of 15 years. Commissioned on 30 Jun 1942, she was the first of 177 of her class launched before the end of World War II.

*Fletcher* wasted no time in entering the war. In November 1942, she shot down six enemy aircraft in less than two days, then the following night helped cut short the life span of an enemy cruiser during a free-for-all battle at Savo Island.

On 11 Feb 1943, off Guadalcanal, *Fletcher* helped to sink the Japanese submarine *RO-102* by means of well-placed depth charges.

For some three years *Fletcher* operated undamaged in action that included the Gilbert and Marshall island campaigns. Then, in 1945, she finally ran into trouble. A six-inch shell from a hidden shore battery on Corregidor ripped through her main deck, put both her forward guns out of commission, killed six men and started a fire in a gun magazine. Only the heroic efforts of the crew prevented an explosion that otherwise would have left the ship at the mercy of enemy guns ashore.

By war's end *Fletcher* had amassed 15 battle stars, rescued more than 1000 persons from the sea, and steamed some 200,000 miles. One of her great moments of the war came when she assisted in destroying a heavy cruiser during a battle in which six other U. S. ships were sunk and six others damaged. *Fletcher* was not scratched.

Wartime destroyermen referred to *Fletcher* and her sister ships as the fightingest destroyers of the Fleet during some of the toughest sea battles of the war. Nineteen *Fletcher*-types were sunk and another six severely damaged.

In 1949 the ship was converted to DDE status. Her equipment and

## YESTERDAY'S NAVY



On 10 Nov 1864 Confederate officers and men aboard the passenger steamer *Salvador* were captured off Panama by *USS Lancaster*. On 11 Nov 1847 Mazatlan, Mexico, was captured. On 12 Nov 1912 the first successful launch of an airplane by catapult was made at the Washington Navy Yard. On 15 Nov 1776 Congress established the relative rank of Navy and Army officers. On 25 Nov 1775 Congress authorized the capture of all British armed vessels, transports and supply ships. On 28 Nov 1775 the Rules and Regulations of the U. S. Navy were drawn up and adopted by Congress.



armament gave her the primary mission of tracking and killing submarines.

With the outbreak of the Korean conflict, *Fletcher* joined the Seventh Fleet in the Far East, saw action at Inchon, Amgak, Sak To Island, Peppa Kotsu, Hosen, Nenjo, Chi, Hungnam and Wonsan, and added four more battle stars to her record of wartime activity.

So it was that *Fletcher* this past summer achieved a hard-earned age of 19 years. This forerunner of modern destroyers is truly a dowager of the Fleet; and she's still running just as strong as ever.

### Nomad Checks on Hurricanes

Although ships in the vicinity of a hurricane usually like to keep well away from the storm, an unmanned Navy weather station is now being anchored in the path of such storms to keep vigil on them. This is the Navy's newest weapon against hurricanes.

During the recent hurricane Carla, for example, the floating station was anchored in the Gulf of Mexico. An earlier model provided advance warning of the build-up of hurricane Ethel in the Gulf during the late summer of 1960.

Officially designated as the Navy Oceanographic and Meteorological Automatic Device (*Nomad*), the 20 by 10-foot platform is designed to monitor and report weather data automatically from a surrounding area of hundreds of miles of open water. It measures air temperatures, water temperature, wind speed and direction, and the direction of the ocean's surface currents.

During periods of low winds, *Nomad I* transmits once every six hours, but during periods of high winds, it transmits reports hourly.

The *Nomad* is now in production, and the Navy plans to station seven in the Atlantic and Pacific Oceans in areas where hurricanes and typhoons are most active. They will guard against hurricanes and typhoons which might otherwise develop into mammoth storms without being detected. Devices such as *Nomad* can monitor large areas of water where there are no human observers, and will be able to detect such first signs of a hurricane or typhoon as indicated by increased wind velocity and decrease of barometric pressure.



TV CHAT—P. Van Hooser, YN1, USN, interviews the Secretary of the Navy on closed circuit TV aboard USS *Forrestal* (CVA 59).

### Television Program on High Seas Draws Top Names

Television cameras focused upon their subject as a radio-TV announcer interviewed the Honorable John B. Connally, Secretary of the Navy. The subject was a service newspaper's headliner—extension of enlistment tour of military personnel.

The place: Closed-circuit TV aboard USS *Forrestal* (CVA 59) somewhere in the Mediterranean Sea. The time: About 8 p.m.

And the "Question Thrower": Perry Van Hooser, Jr., Yeoman first class, petty officer in charge of the supercarrier's legal office.

Perry, better known as "Pete," conducted the interview during a visit by Mr. Connally to *Forrestal*. Before the interview took place, the Secretary addressed the ship's officers and men. He was introduced to his audience by VADM David McDonald, USN, Commander Sixth Fleet.

Was Pete nervous before the

cameras, especially before the Navy "Boss"? No, he looked calm—and on the whole, carried on the interview with confidence. Van Hooser declared: "I consider it an honor and a privilege to be called upon to interview the Honorable Secretary of the Navy."

Interviewer Van Hooser is no newcomer in the radio-TV field—he is *Forrestal's* WFOR-TV news director appearing nightly while the giant flattop is at sea, and he's been in the business, outside the Navy and in, for years.

SecNav Connally, a Navy veteran himself (he saw action in World War II in the Gilberts, Marshalls, Marianas, Philippines, Formosa, China Sea, Bonins and Ryukyus), emphasized the importance of the Navy as a component of the armed forces team. He cited the role the Navy is performing at the present time in the Med as one good reason for extending enlistments.

The weather station is made of aluminum alloy and other non-magnetic materials. Two masts, a large flashing beacon, a buoy-type bell and a railing form the superstructure.

Four watertight compartments, which extend below deck, hold the complex electronic components. Each unit can be removed and replaced independently. Eight other watertight wells contain the power supply,

which consists of storage batteries normally used by the U.S. Coast Guard for floating buoys, and other electronic instrumentation. The power batteries have a life of approximately six months.

Oceanographic measurements will be added to *Nomad* so that temperatures and pressures will be measured to a depth of 1000 feet and transmitted as part of the meteorological broadcasts from the floating station.





NORWEGIAN sailors and midshipmen of KNM *Haakon VII* pause by *Terrier* guided missile launcher while touring USS *Boston* (CAG 1).

### Norwegian Navymen Visit Guided Missile Cruiser

A group of Norwegian sailors, including midshipmen from the Norwegian Naval Academy at Bergen, recently had a first-hand look at the U. S. Navy's first guided missile cruiser, USS *Boston* (CAG 1).

Eighty Navymen from the Norwegian training ship KNM *Haakon VII* went aboard *Boston* while visiting Boston, Mass., during a

midshipman training cruise.

While aboard, they saw simulated loading and launching demonstrations of *Boston's* surface-to-air *Terrier* missiles.

These men were already accustomed to U. S. Navy ships even before they went aboard *Boston*. Their own KNM *Haakon VII* was formerly a U. S. Navy ship.



BRIDGE WORK—ENS M. E. Shanok, USN, of USS *Boston* (CAG 1), shows engine order telegraph to visiting Norwegian midshipmen.

### Three DDs for Argentina

USS *Heerman* (DD 532), USS *Stembel* (DD 644), and USS *Dortch* (DD 670) are now sailing under the flag of the Republic of Argentina.

On 1 August the 2100-ton *Heerman* became ARA (Armada Nacional

de la Republica Argentina) *Brown* (D-20) and the 2050-ton *Dortch* took on the new name ARA *Espora* (D-21). Both ships have been in the Atlantic Reserve Fleet. *Stembel* was transferred to the Argentine Navy at Puget Sound Naval Shipyard and has been renamed ARA *Rosales*.

The three destroyers, which were transferred to Argentina under the Military Assistance Program will be ready for sea in April 1962. After shakedown training, and after the crews have undergone indoctrination, *Brown* and *Espora* will join *Rosales* at Trinidad, and all three MAP ships will sail for Argentina.

### Shipbuilding Program

The shipbuilding appropriation which was signed into law by the President (see last month's ALL HANDS) provides for the expenditure of nearly three billion dollars for the construction of 36 new ships and 16 service craft, plus 22 conversions.

These ships are in addition to the five *Polaris* submarines for which only long lead time equipment, such as nuclear reactors, had previously been authorized, and which the President ordered begun earlier this year.

Here is a breakdown of ship construction by type.

- **Submarines** — Funds have been allocated for 10 *Polaris*-firing and three attack submarines. All will be nuclear-powered.

The SSBNs will be in the *Lafayette* class and each will be armed with 16 *Polaris* missiles.

Six nuclear-powered *Polaris*-firing submarines are now in commission and 13 other SSBNs are already under construction. These, plus the 10 above, make a total of 29 SSBNs which the Navy expects to have by the end of 1964. The Navy's goal for this type of ship is 45.

By the end of 1964, the Navy also expects to have 31 attack submarines and one *Regulus* missile submarine, all nuclear-powered.

Submarine updating is also included in the 1962 program with provisions in the Guppy III conversion Program for the conversion of six diesel-electric powered submarines. They are: *Cobbler* (SS 344), *Clamagore* (SS 343), *Remora* (SS 487), *Volador* (SS 490), *Pickrel* (SS 524) and *Corporal* (SS 346).

The keel of *Dolphin* (AGSS 555), the Navy's deep-diving research submarine, will be laid at Portsmouth, N. H., next year.

- **Destroyer Types** — The 1962 program includes seven frigates as big as World War II cruisers and six escorts as big as World War II destroyers.

The frigates, one of which will be



nuclear-powered, will be equipped with both *Terrier* surface-to-air missiles and *Asroc* (antisubmarine rockets).

They will also carry two three-inch guns amidships and a rapid-fire five-inch gun aft plus ASW torpedo launchers and drone helicopters.

Three of the six new escorts will have mixed gun-missile anti-aircraft batteries. The other half will have all gun batteries.

Three will be DECs with a five-inch gun and an *Asroc* launcher forward and a *Tartar* missile launcher aft.

The three DEs will carry a second five-inch gun instead of the missile launcher. Both types will have helicopter facilities.

The 1962 budget also has provisions for the modernization of 14 additional destroyers under the FRAM I Program. They are *uss R. S. McCard* (DD 822), *Sarsfield* (DD 837), *Glennon* (DD 840), *Johnston* (DD 821), *Gearing* (DD 710), *Vogelgesang* (DD 862), *H. J. Ellison* (DD 864), *Cone* (DD 866), *Wiltzie* (DD 716), *Hamner* (DD 718), *J. E. Kyes* (DD 787), *Eversole* (DD 789), *F. B. Parks* (DD 884) and *J. R. Craig* (DD 885).

• **Amphibious Ships** — The new budget calls for one helicopter carrier (amphibious assault ship) and three multi-purpose ships (amphibious transports dock).

The carrier will be capable of transporting 2000 troops and up to 40 helicopters to land them.

• **Special Types** — Six special purpose ships are included in the new program. They are a large hydrofoil ship, two oceanographic research ships, a surveying ship, a missile range ship and a communications relay ship.

• **Support Ships** — A combat store ship and a *Polaris* submarine tender are allocated for 1962.

### Third FBM Sub Tender

A third submarine tender (AS 32) specially equipped to support *Polaris* submarines will be constructed in Mississippi.

The new submarine tender will issue missiles and will have facilities to check out, maintain and make minor repairs to all missile components. It will also have facilities to repair nuclear power plants. The ship will be 600 feet long, 83 feet wide, and have a full load displacement of about 18,500 tons.



GERMAN NATIVE Uwe Siemers, SK2, USN, chats with a German naval cadet while visiting aboard the sail training ship *Gorch Fock*.

### U.S. and German Sailors Talk Over Old Times

When West Germany's sail training ship *Gorch Fock* called at London this fall, U. S. Navyman Uwe Siemers, SK2, usn, who serves in London at the U. S. Naval Support Activity, found the ship a nostalgic link with the past.

Born and raised in Bremerhaven's dock area, Siemers has always been close to the sea. His interest in ships mushroomed after World War II; he divided his learning years between the classrooms and piers. When he wasn't chalking a blackboard he'd be listening to sea stories unfold on the Bremerhaven docks.

In 1953, a visit by U. S. destroy-

ers to Bremerhaven so impressed Siemers he decided to enlist in the U. S. Navy if ever given the opportunity. His chances appeared slim until 1955 when a stateside friend sponsored his trip to the U. S.

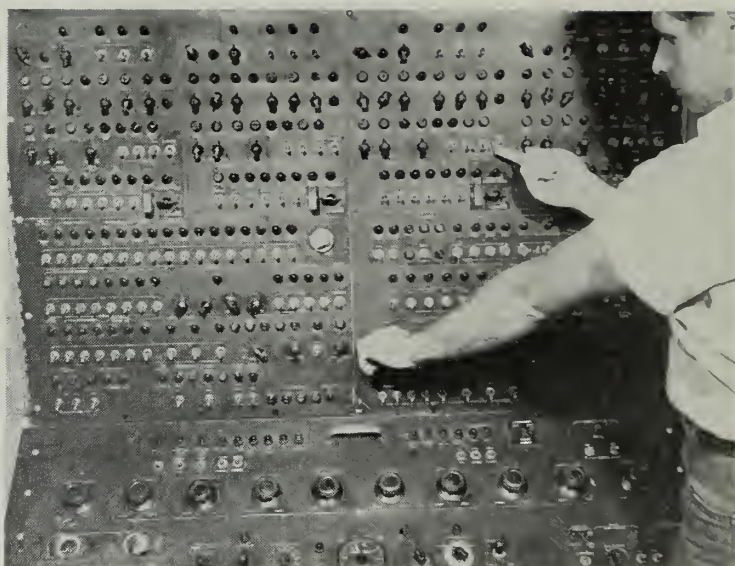
In September 1956, he enlisted in the U. S. Navy.

After boot camp at Bainbridge, Siemers served on board *uss DeLong* (DE 684), *Borie* (DD 704), *Gen. H. W. Butner* (T-AP 113) and *Gen. G. M. Randall* (T-AP 115). He shipped for six last year after receiving his assignment to London, and is now awaiting his United States citizenship.



WHISKEY, a mascot of *Gorch Fock*, is held by Uwe Siemers, SK2, USN, while German naval cadets explain dog's Honorary rank.





SWITCHMEN — Pilot 'flies' R6D Operational Flight Trainer while the panel operator creates 'troubles'.

## Here's a Real Squawk

If seagull society has such things as psychiatrists, there will probably be a crying need for a few couches in the vicinity of the Naval Electronic Lab's oceanographic research tower off Mission Beach near San Diego, Calif.

The seagulls, so we read in the *Naval Research Reviews*, were making a nuisance of themselves around the tower.

NEL had tried numerous methods of discouraging its unwelcome guests — such as making noises, giving electric shocks, placing moving objects on the tower, introducing natural predators and using repellent paint. Some of the measures worked temporarily but others were like many of grandma's home remedies—worse than the disease they were supposed to cure.

Some intelligent person — or diabolic fiend — (the point of view depending upon whether you are a man or a seagull) hit upon the idea of making models of owls, which are the born enemies of seagulls, and placing them at strategic points on the tower.

Because of various factors, such as the periodic presence of humans on the tower, or for other reasons best known to the gulls themselves, they didn't care to frequent their old roosting place and the tower was relatively free of the pests.

The people at NEL are not convinced of the owls' true effectiveness, but suspect they were largely instrumental in keeping the pests off the tower. They are certain that

even the dumbest seagull is going to tumble to the fact that the owls are dummies if they do nothing but sit there.

They are considering adding realism to the setting by devising a way for the owls to move their wings or beaks and, possibly, wiring them for sound, since the dummies they now have simply don't give a hoot.

In order to add to the inner tensions and neuroses of the local seagull population, they might even play periodic recordings of gull distress calls from the tower.

If all this works, the seagull population around the tower soon should be reduced to a mass of quivering nerves and the people at NEL can spend their time standing on the corner watching all the gulls go by.

## A Place to Test Jets

Seven hundred yards of concrete reinforced by 70 tons of steel anchored to 100 pilings sunk 35 feet into the ground have been combined to make a formidable cell for testing Navy jet engines at the Naval Air Technical Training Center at Memphis, Tenn.

The cell is divided into three parts: The chamber in which the test engines are mounted; a compartment which deflects noise upward through a sound reducing system; and an observation booth which contains the control panel.

The observation booth is completely sealed from the test chamber in order to keep technicians as free from heat and noise as possible. The engine undergoing test can be

observed through a glass window.

The unit has its own electric power generators and transformers. It has two 10,000-gallon fuel tanks and its cooling system uses the contents of a 25,000-gallon water tank.

The unit at NATTC Memphis will serve as a prototype for training men to be used in other units located throughout the country. Current plans call for a five-week course in test cell operation to be taken by 200 men each year.

## Radford Looked Mighty Nice

The Pearl Harbor-based escort destroyer *uss Radford* (DDE 446) steamed into its home port a few weeks ago with the nose cone from *Discoverer 25* and three cone sitters.

*Discoverer 25* had been launched from Vandenberg Air Force Base in California a few days before. On its 33rd orbit around the earth and 50th hour in space, the nose cone was released somewhere over Alaska. As it descended, it swung southward toward the Hawaiian Islands and finally plunged into the mid-Pacific some 365 miles from Pearl Harbor.

Three Air Force sergeants, members of the 76th Air Rescue Squadron, were flown out to sit with the cone until it could be retrieved by the Navy. They parachuted from a low-flying SC-54 *Rescuemaster* along with two, 20-man rubber life rafts. The three located the nose cone and soon had it aboard the two rafts.

During the night the rafts drifted 15 miles to a point 380 miles north-east of Pearl Harbor. At the same time, *Radford* was steaming that



380 miles, at 26 knots through choppy waters and intermittent rain squalls. When the ship arrived in the rescue area, however, the weather took a sudden change for the better, and the cone was retrieved in 20 minutes without hindrance from the weather.

Some 200 people met *Radford* when she returned to Pearl Harbor. As soon as the brow was over, the container which held the space capsule was whisked away to Hickam Air Force Base where a C-130 *Hercules* was waiting to fly the nose cone to Sunnyvale, Calif.

## Ever Been in South America?

If you've dreamed of pulling liberty in some South American ports, but never got down that way, you should be serving in one of the ships participating in ASW Exercise, *Unitas II*.

*Unitas II* is combined antisubmarine warfare (ASW) training exercises in which the U. S. Navy and navies of eight South American countries are taking part. Air force elements of some of the countries are participating also. The exercises commenced in early August and are scheduled to cover a four-month period.

U. S. Navy units taking part in the exercises consist of four destroyer types, the submarine *uss Clamagore* (SS 343) and a detachment of P2V *Neptune* patrol aircraft of Patrol Squadron 11.

With a trip down the west coast,



**TEAM WORK**—Canadian copter from ASW Carrier *HMCS Bonaventure* hovers near *USS Boston* (CAG 1) during NATO exercises in Atlantic.

U. S. Navy units began circumnavigation of the South American continent, exercising en route with ASW units of Venezuela, Colombia, Ecuador, Peru and Chile. Later the force will transit the Chilean Inland Passage and the Magellan Strait to the Atlantic and proceed up the east coast of South America, exercising with ASW units of Argentina, Uruguay and Brazil.

During the four-month exercises, U. S. Navy units will spend about

34 days visiting in South American ports. They are scheduled to return to their east coast home ports in early December.

## New Flasher on the Way

A namesake of the Pacific Fleet Submarine Force's "top gun" of World War II is now abuilding at Groton, Conn. The Navy has announced that the nuclear-powered SS 613, officially designated a *Thresher*-class sub, but primarily designed as an antisubmarine submarine, will be named *uss Flasher* in honor of the only WW II U. S. submarine to sink more than 100,000 tons of enemy shipping.

World War II's *Flasher* (SS 249) was not only a deadly shot, but an efficient one to boot. During her six Pacific war patrols, all performed during one 17-month period, she sent 100,231 tons of Japanese shipping to the bottom, damaged another 50,000 tons, and earned the Presidential Unit Citation.

After the war she was assigned to the Atlantic Reserve Fleet in New London, Conn. Currently, the U. S. Submarine Veterans of World War II are completing plans to establish her as a memorial to all submariners who lost their lives during that conflict.

The new *Flasher* is being built in the same yard which produced her famed predecessor of WW II.



**NAVY EXCHANGE**—Midshipmen of United States and Royal Canadian naval academies man bridge of Canadian DD during exchange cruise.

## First Fleet Sails West

Eight ships of the U. S. First Fleet left three West Coast ports recently for extended deployment in the Western Pacific.

uss *Helena* (CA 75) and *Coontz* (DLG 9) departed San Diego; *Ranger* (CVA 61) left from Alameda; and *Los Angeles* (CA 135), plus the destroyers *Edson* (DD 946), *Picking* (DD 685), *Fechtelner* (DDR 870) and *Herbert J. Thomas* (DDR 883) all left from Long Beach.

After a rendezvous at sea, the ships conducted extensive training exercises en route to Pearl Harbor. The aircraft carrier *uss Yorktown* (CVS 10) and eight ships of Destroyer Divisions 232 and 253 joined the eight First Fleet ships after they left Pearl Harbor for a Fleet sail to the Western Pacific. It was the largest such sail scheduled by the Navy in four years.

Except for *Helena*, which was scheduled to return to San Diego at the end of September, all ships involved were normal rotational reliefs for ships in the Seventh Fleet.

During peacetime, the First Fleet is assigned the eastern and middle portion of the Pacific Ocean area, while the Seventh Fleet is assigned the western portion. Ships of the First Fleet rotate singly and in groups, such as this one, to the Seventh Fleet for service in the Western Pacific. The returning Seventh Fleet ships in turn join the First Fleet for maintenance and repair of the ships, and for leave and liberty in the U. S. for their crews.

## Two A-Boats Commissioned

Two more nuclear-powered submarines have been placed in commission.

uss *Ethan Allen*, SSB(N) 623, was commissioned at Groton, Conn., and is the first Fleet ballistic missile sub designed to fire the longer range 1500-mile *Polaris*.

She displaces 6900 tons and is 410 feet long. *uss Thresher*, SS(N) 593, commissioned at Portsmouth, N. H., displaces 4300 tons and is 278 feet in length.

She has a speed of over 20 knots and carries advanced weapons and underwater detection systems.

*Thresher* is named for a shark and is the second to bear the name. The first *Thresher* (SS 200) was active in the Pacific during World War II and sank 17 enemy ships.



COMMENDATION Medal for work with Army unit in South Vietnam goes to D.E. Coombs, YN1, USN.

## Army Award to Navyman

The Army has awarded Navyman Donald E. Coombs, YN1, USN, its Commendation Medal for meritorious service. Coombs, who now serves aboard *uss Lake Champlain* (CVS 39), worked for 14 months with an Army Military Assistance Advisory Group unit in South Vietnam.

The Army said he possesses "unusual administrative ability."

## Navy's Busiest Aircraft

The R6D simulator is perhaps the busiest "aircraft" in the U. S. Navy. It is the only one of its kind in the Navy and it is flown by Fleet Tactical Support Squadron 21 (VR-21) from NAS Barber's Point and by the 1502nd Air Transport Wing from Hickam Air Force Base. It is scheduled for training 16 hours per day Monday through Friday and eight hours on Saturday.

While in the flight simulator, Navy and Air Force pilots use extensively prepared syllabi and senior pilot instructors. The syllabus is flexible, however, so that in-flight emergencies can be presented. This allows pilots to make the necessary decisions and take corrective measures.

Here is a transcript of one of the simulated emergencies:

"Oakland Center, this is Navy 33223. Feathered number three engine, declaring an emergency. Request clearance to reverse course to Rainbow intersection, permission to descend to 7000 and Alameda weather . . ."

"Navy 33223 this is Oakland Center. Understand your emergency. Navy. 33223 is cleared from present position to Rainbow intersection and

descend to 7000 feet. Maintain 7000 feet. Weather ceiling 600 feet, visibility one mile, wind northwest at four knots, altimeter 29.92, light rain. Contact San Francisco Radar on 126.2 for vector to Rainbow. Standby 269.2 for further clearance . . ."

If this had been an actual transmission, the crash fire crew at NAS Alameda would be standing by for a possible crash landing. But Navy 33223 is the call number of the R6D Operational Flight Trainer at Fleet Airborne Electronics Training Unit, Pacific, Detachment Three, at Barber's Point. The above transmission represents just one of many emergencies simulated each day by Navy and Air Force crews without leaving the ground.

The pilots generally agree that the simulator is much harder to fly than the real aircraft. Not because it doesn't fly like an airplane, but because they get so many emergencies in a short period. It's not at all unusual to see a pilot emerge from the cockpit covered with perspiration from the work he has done in coping with realistic emergencies. The trainer carries realism right down to the audible effects of a crash.

Situations simulated in the trainer would be impossible to duplicate, in some instances, without sacrificing a real airplane and perhaps the lives of several of the crew members. Being able to stop, go back and start all over again, is where the real training factor pays off. Once aloft in a real airplane, there is no second chance to correct errors.

Fourteen Navy and Air Force operators, aircraft control and maintenance men keep the simulator operating during its heavy schedule. A night check crew of six maintenance men are on duty from 2200 until 0600 and a check crew of three men are aboard on Sunday. Additional men are used on a part-time basis for supply, maintenance and to revise navigational charts.

## 16,000 Accident Free Hours

Helicopter Anti-Submarine Squadron Five (HS-5), homeported at NAS Quonset Point, R. I., is working on its second 16,000 accident-free-hour stretch.

Its first 16,000 hours, which began in July 1958, were flown without any major accident to aircraft or personnel even though its pilots were engaged in evaluating the



squadron's new HSS-1N copters.

HS-5 has 15 crews fully qualified to pursue a distant contact in all weather conditions night or day. It also has other pilots and crewmen progressing toward qualification.

### **Takelma Has Big Pull**

The crew of the Pacific Fleet's USS *Takelma* (ATF 113) have finally fessed up. They admit they used pull to have their ship's name entered in the Fleet's book of records. Fortunately, however, it wasn't the kind of pull an investigating committee would find of particular interest.

Here's the story of *Takelma's* pull, as told by SERVPAC:

"For the Fleet tug *Takelma*, towing is more than pulling with rope or chain, as the dictionary would have you believe. It's an operation that begins long before she gets underway with a dead weight dragging behind her.

"Last summer, for example, *Takelma* towed the decommissioned submarine *Dragonet* (SS 293) from San Francisco to Norfolk via the Panama Canal. The towing task actually began at Pearl Harbor, the tug's home port, where she first received the assignment and made preparations.

"Even after she arrived at the San Francisco Naval Shipyard, *Takelma's* job was not just a matter of securing a hawser to the sub's anchor bitt and steaming out to sea.

*Dragonet* first had to be made seaworthy. *Takelma* divers slipped underwater to make a thorough check of the sub's hull for places that might start leaking en route, and of other weak spots that had to be strengthened.

Her deck force, meanwhile, worked to make the topside shipshape, and engineers checked running lights, the flooding alarm system, valves, piping system, and other fittings.

Finally, after all these preparations had been made, *Takelma* sailed for the Panama Canal with her inert partner trailing at the end of a towing hawser. *Dragonet*, a retired veteran of World War II, was to be used in underwater ordnance tests in Chesapeake Bay.

Twice on the southward portion of the trip, *Takelma* sent a boarding party to *Dragonet* to repair the running lights and inspect the sub for watertight integrity.



REAR VIEW—USS *Takelma* with the submarine *Dragonet* (SS 293) on tow astern, departs San Francisco harbor bound for Norfolk.

The tug and her tow transited the Canal 16 days after departing San Francisco, and from Limon Bay on the Atlantic side they began the northward trek to Norfolk. Off the coast of Georgia and the Carolinas, rough weather threatened the slow moving duo. High waves made it seem that *Dragonet* was riding more often under water than on the surface, but *Takelma's* commanding officer and crew were confident their hard work of preparation would see them through. It did.

One month to the day after beginning her tow in San Francisco, *Takelma* delivered the sub to the Norfolk Naval Shipyard. The completed task, 5200 miles of ocean towing, was one of the longest in the history of towing in the Pacific Fleet.

Thus, *Takelma* goes into the record books under "Hauls, longest." But we know she used her pull in the process.

### **New Research Ship**

USS *Oxford* (AG 159), the first ship of her type to be specifically outfitted for research operations, has been commissioned at the New York Naval Shipyard.

*Oxford* joins a growing list of merchant-type ships which have been converted by the U.S. Navy for specialized duties afloat. Ships in this class include USS *Compass Island* (EAG 153), missile range in-

strumentation ships and the AGRs (ocean radar station ships).

This new ship has been fitted out primarily to conduct electromagnetic research. Equipped with the latest antenna systems and measuring devices, *Oxford* gives the Navy a highly sophisticated and mobile station that can participate in research and evaluation experiments around the world. Most of *Oxford's* work will be classified.

In addition to research in electromagnetic reception, *Oxford* will also be able to conduct hydrographic and oceanographic research operations. There is an unlimited demand for soundings and research data for all of the oceans of the world. With the addition of a small number of men, *Oxford* will also be able to carry out many projects which would normally require the services of a regular hydrographic or oceanographic survey ship.

*Oxford* was the former SS *Samuel R. Aitken*, a Liberty ship completed just after World War II. Since 1948, *Aitken* has been laid up in the Reserve Fleet. She was towed to the New York Naval Shipyard in October 1960 for conversion.

An all-Navy crew of nine officers and 123 bluejackets will man *Oxford*. In addition, eight officers and 114 men will be assigned to the Research Department. These men will be mostly communications, electronics and hydrographic specialists.



# SERVICESCOPE

Brief news items about other branches of the armed services.

SOLDIERS IN BATTLE or on maneuvers are probably a delicacy to mosquitoes and gnats in desolate areas of the world. But the next time these insects sit down to dine on some soldier, they may find the seasoning not to their liking.

The Army is now using a new insect repellent called "deet." The greaseless substance repels most insects, including mosquitoes, fleas, chiggers, ticks, deer flies and biting gnats. It is effective under conditions of heavy rainfall and extreme heat.

Deet has a faint and relatively pleasant odor and replaces the Army's previous standard repellent, M-2020.

Field tests of deet by the U.S. Army Medical Research and Development Command showed it gave excellent protection against land leeches that inhabit the jungles of southeast Asia and against hordes of mosquitoes in mangrove swamps.

★ ★ ★

THE U. S. AIR FORCE'S Ballistic Missile Early Warning System (BMEWS) station at Clear, Alaska, is now operational. It is the second such station to be completed, and it scans the skies over the western flank of the northern polar regions.

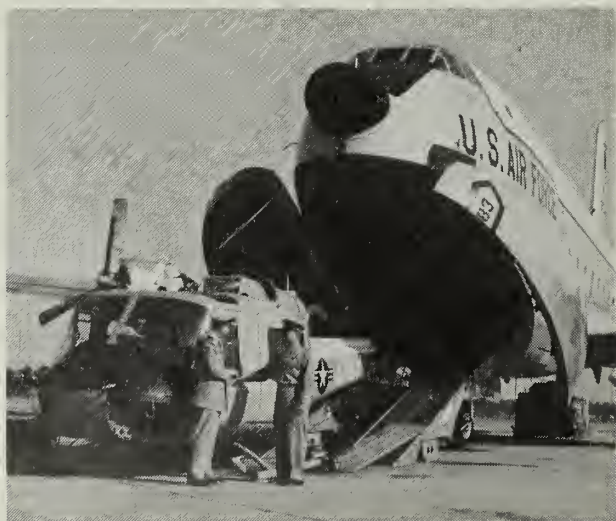
The only other BMEWS station is at Thule, Greenland. Each can provide about 15 minutes' warning of an enemy missile attack.

These king-size surveillance radar systems are designated AN/FPS-50.

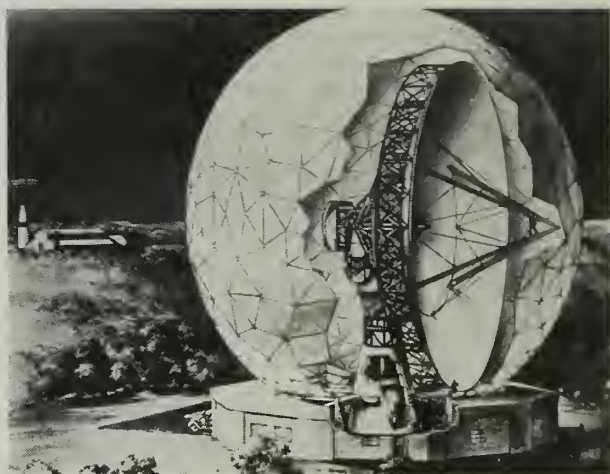
★ ★ ★

LONG RANGE PLANS for Army aviation have been announced. During the next ten years the nine types of aircraft currently being used by the Army will be replaced by six gas turbine-powered helicopters and fixed-wing planes.

The turbine engines, which will be installed in most of the new planes, need less maintenance and therefore reduce the number of mechanics needed. Fewer models also mean fewer spare parts—which will bring a further savings in storage, transportation and manufacture. The



FOUR SERVICES—Army, Navy, Marines and Air Force take part in preparations for Deep Freeze.



ROUND HOUSE—Fiberglass and aluminum radome houses USAF radio research unit, Tyngsboro, Mass.

new planes will also use only two or three grades of fuel, while planes now in use need many different grades.

Currently, the Army has about 5500 aircraft. By 1970, however, under a 10-year modernization plan, there will be about 8000 helicopters, fixed-wing and vertical takeoff and landing craft in use. Moreover, these new aircraft will be specifically designed for their observation, surveillance or transportation missions. The old planes, produced under World War II or Korean conflict pressures in a changing military situation, require unreasonable amounts of maintenance, and lack the desired high degree of reliability.

In addition to more or less "conventional" new planes, the Army also sees a need for a flying crane. It envisions a "plane crane" that can lift an eight to 12 ton load and carry it about 25 miles. Such a plane could be used to load or unload vessels quickly, transport engineer bridges or missile system equipment, or perform a variety of other missions when heavy equipment needs to be moved over a battlefield.

★ ★ ★

THE AIR FORCE will receive the first of six "Talking Bird" communications packages this month. They will contain all the equipment necessary to establish a communications center in any remote area where no facilities exist.

The communications package, which can be rolled into any C-130A or C-130B aircraft and connected to existing power outlets, was tested early this year in aircraft operated from airfields in widely scattered parts of the world.

The testing aircraft, using voice single sideband radio and telecommunications equipment, was able to maintain contact with the USAF's Pentagon command post and other major air communications centers.

The Tactical Air Command in the United States will receive two of the communications systems which will be ready for immediate deployment with TAC's Composite Air Strike Force or with the Military Air Transport Service for possible airlift operations.

The other four packages will be divided equally between U. S. Air Forces in Europe and in the Pacific.



UNITED STATES ARMY engineers are experimenting with ways and means of unloading oil and gasoline tankers, without the aid of harbor facilities, under cover of darkness.

It now takes a regular commercial tanker from 12 to 15 hours to unload while safely moored in port. Additional time is required for it to enter and leave the port. During this time, it would be exposed to daylight attack by enemy planes, if it were in a combat zone.

The objective of the engineers' tests is to shorten unloading time to fewer than 10 hours and to eliminate entirely the necessity of entering and leaving the port.

To do this, it is necessary to lay specially designed military pipelines from the shore to mooring positions in open water more than a mile offshore.

The engineers are using techniques adapted from commercial offshore loading of giant super-tankers which are too large to enter port with a full cargo.

★ ★ ★

HIGH ON HAYSTACK HILL in Tyngsboro, Mass., the Air Force is building a new radio research facility. It will employ a 120-foot wide saucer-shaped antenna with a surface contour of unprecedented accuracy.

The Air Force intends to use the facility as a test-bed for development of the large ground-based transmitting and receiving equipment that will be needed to operate high-capacity satellite-relay systems for round-the-world communications.

Construction of the research facility is expected to cost \$3,800,000. It is scheduled to be on the air by the end of 1962. As an instrument for radio communications research, the Haystack system will be used to probe the troposphere and the ionosphere and to study atmospheric irregularities that may limit radio antenna performance similar in principle to the limits the atmosphere imposes on astronomical observations with large optical telescopes.

★ ★ ★

AN ELECTRONIC TUBE which can be used to pick up and transmit an image with no more light than that furnished by natural skyglow has been developed for the U. S. Army Corps of Engineers.



HANDS OFF—Army guerrilla students watch judo demonstration while training at Fort Bragg, N. C.



AIR-TO-SURFACE Hound Dog missiles launched by USAF B-52 can hit targets hundreds of miles away.

The new development is a combination of the type of tube used in an ordinary television camera and in the infrared "sniperscope" with the difference that it is sensitive to natural light instead of infrared.

It amplifies natural light 100,000 times to produce an image which is comparable to normal TV reception. It will make night observation of a battlefield and other night operations possible without the use of floodlights. It will also make night movement without lights easier and safer.

The device was demonstrated before a roomful of Washington newsmen and U. S. Army officers who were gathered together in a darkened room. An unseen camera was trained on the group and, at a signal, a 23-inch television screen was uncovered so the occupants of the room could see themselves sitting and moving around in the darkened room.

★ ★ ★

THE AIR FORCE has substantially raised its enlistment objective for this fiscal year from the 97,000 originally scheduled. It is also stressing voluntary retention of personnel as a means of augmenting its strength.

In addition, the number of officer candidate school graduates will be increased by 200 and officer-training school graduates will be increased by 600.

Voluntary retention will be employed in order to reach its objective strength in scarce skills, particularly those for which long training periods are necessary.

Scarce skills which will require retention of officers are in the fields of communications and electronics, missiles, maintenance, civil engineering, medicine, meteorology, science and armament.

Critical airman career fields are in air traffic control and warning, communications operations, radio-radar systems, missile guidance and control systems, armament systems maintenance and gunnery, nuclear weapons, airman training devices, wire maintenance, aircraft and missile accessory maintenance, aircraft maintenance, munitions and weapons maintenance and utilities.

The number of Air Force personnel who will have to be retained involuntarily cannot be estimated because it will vary with the number of enlistments in the various critical skills.

The Air Force does not anticipate the necessity for individual recall of Reserve flying officers at present.

# THE WORD

## Frank, Authentic Information On Policy — Straight From Headquarters

• **HIGHER PENSIONS FOR MOH** — Medal of Honor holders' pensions have been upped from \$10 to \$100 per month under a new law enacted by the 87th Congress.

In addition, the new law lowers the age requirement for eligibility from 65 years to 50 years, and eliminates the requirement of having an honorable discharge.

All veterans currently receiving the \$10 pension will automatically receive the increased payment. Future recipients of the MOH, however, and all those who currently hold the medal for heroism in combat, but who are not receiving the pension because they are under 65 years of age, will have to apply for the pension in order to get it.

Application should be made to the appropriate military department, so it can submit a certification of eligibility to the Veterans Administration, which administers payment of the pensions.

Eligible Navymen should forward their applications to the Chief of Naval Personnel.

• **ARLEIGH BURKE FLEET TROPHY** — To thousands of Americans in and out of the Navy, Admiral Arleigh A. Burke, USN, symbolizes modern naval leadership and a battle-ready Fleet.

During his last six years of active service, as Chief of Naval Operations, Admiral "31-Knot" Burke took steps to improve battle efficiency, naval weapons and weapons systems, and was a dynamic leader in the leadership program.

Because of these accomplish-



ments, a new battle efficiency trophy has been established in his name. The Arleigh Burke Fleet Trophy, in the form of a plaque, will be awarded annually to one ship or aircraft squadron in the Atlantic Fleet and one in the Pacific Fleet that have demonstrated the greatest improvement in battle efficiency during that competitive year.

The plaque, which will be a permanent award, will indicate the Fleet involved, the name of the commanding officer of the ship or squadron, and the year awarded.

The first award will go to a ship or squadron as a result of the "E" Award competition currently underway for Fiscal Year 1962. Complete details on the new award are listed in OpNav Inst. 3590.11.

• **REENLISTEES** — If you hope to make the Navy a career, you will have to measure up. In reenlisting, the decision is not entirely yours. You must first want to reenlist, of course, but then the Navy must also want your services for another hitch.

The primary objective of the Navy's reenlistment program is to develop and maintain a highly motivated and well qualified nucleus of career personnel.

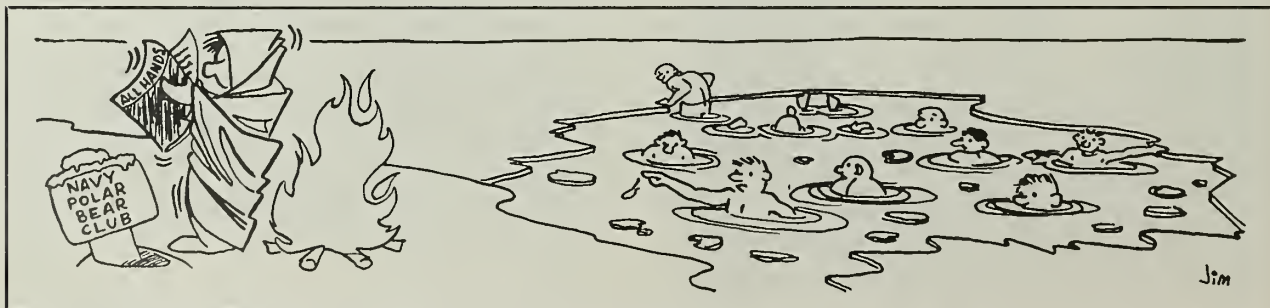
To make this possible, there must be a concentrated reenlistment program, as well as a continuous weeding out process. A Navyman will, however, be allowed to reenlist time after time until he finishes his 20 or 30 years' service, provided he proves he's the type of career man the Navy wants.

Men completing their first enlistment or their first period of active duty must have performed satisfactorily, have definite leadership ability with potential for improvement, and, in the CO's judgment, have over-all potential for future useful and responsible service in the Navy.

If you are reenlisting for other than the first time, you must have consistently performed satisfactorily in your present rate and be valuable to the Navy in that rate as well as demonstrate potential for a higher one.

Commanding officers have specific guide lines to follow for Navymen in certain rates or age groups. If you are in pay grade E1 or E2, for example, and have served continuously on active duty for 30 months or more, you may not stay on active duty beyond your present active obligated service.

An E3 who has not passed a service-wide examination for pay grade E4 may not remain on active duty beyond his expiration of enlistment. However, Naval Reserve personnel completing their first tour of active duty may be recommended for re-



DON'T LEAVE your fellow Navymen out in the cold. Pass this copy of ALL HANDS to nine other readers.



enlistment provided they are otherwise qualified.

Enlisted personnel who have over 30 years of active service must have specific approval of the Chief of Naval Personnel to reenlist or extend their enlistment.

Don't think the Navy is suddenly getting tough on reenlistments, because it is not. The basic instruction (BuPers Inst. 1133.11A) has been in effect since 22 Mar 1960.

• **AMENDMENT TO HISS ACT** — A recent Amendment to the statute popularly known as the Hiss Act is contained in Public Law 87-299.

The original Hiss Act made military personnel subject to a loss of retirement pay for conviction of any felony under the laws of the United States committed in the exercise of their authority or influence as military personnel. However, the present amendment limits Hiss Act application in the case of military personnel to convictions for: (1) aiding the enemy (Art. 104 UCMJ); (2) spying (Art. 106 UCMJ); (3) any other violation of the UCMJ where the executed sentence includes death, dishonorable discharge or dismissal from the service; or (4) federal offenses involving the security of the United States.

The practical significance of the foregoing is to take the military out of the Hiss Act. Conviction in any of the above situations would almost invariably preclude retirement benefits in any event.

The amendment also provides that military personnel, whose retirement benefits were denied under the original act, will have those benefits restored retroactively if, after the enactment of the amendment, said benefits would no longer be denied.

Finally, the provisions of the original act prohibiting perjury, false statements, refusal to appear or produce documents and refusal to testify have been modified to make these prohibitions more clearly related to matters involving national security.

• **PLANS FOR RETIREMENT** — Most of us give considerable thought to the day when we can transfer to the Fleet Reserve or retire. Yet, with all this planning, many of us will not be prepared when the day arrives.

To help you make plans — and the right ones — the Chief of Naval

Personnel has approved two booklets for your information. They are: *Your New Career* — Planning for Retirement, NavPers 15895-B, and *Navy Guide for Retired Personnel and Their Families*, NavPers 15891A. (Both are recent revisions.)

The publications contain information about your rights and privileges upon retirement; your benefits from federal and state governments; restrictions on civilian employment; how to plan your finances and activities; how to go about looking for a job; and chapters on family protection and survivors' benefits. These books will be given to you when you have passed your 17th year of service, normally at the same time you are told about the provisions of the Retired Serviceman's Family Protection Plan. Persons who are retired for physical reasons, regardless of service, are also given copies.

These two books will help you make necessary preparations for retirement while you are still on active duty, and answer many questions.

• **RESERVES RECALLED** — In August and September the Navy ordered all Naval Reserve training destroyers and escort vessels to active duty along with their Reserve crews. (See *ALL HANDS*, October 1961, page 43.) In addition, 18 ASW Selected Air Reserve squadrons with their assigned crews were recalled. These activated squadrons were augmented by some additional 200 officers and 1750 enlisted men recalled from the Selected Air Reserve Active Fleet Augmentation Component.

All but one of the Reserve ships and their crews, and all of the recalled squadrons and individual Reservists, have now reported for active duty. One destroyer is undergoing overhaul and is to report for active duty in December. Each man called up was given at least 30 days' notice.

In cases where recalled Reservists do not have 12 months' obligated service, authority has been granted to extend their enlistments involuntarily. All recalled men whose enlistments expire between 13 Sep 1961 and 30 Jun 1962 will have their enlistments or obligated service extended 12 months beyond current expiration dates. Those whose enlistments expire after 30 Jun 1962 are also being recalled, but will be released before their enlistments or obligated service expire.

## QUIZ AWEIGH

We live with uniform regulations every day of our Navy career. Here are a few questions about these regulations. Are you familiar with them?

1. Uniform regulations now require that a rating badge be worn on the pea coat. Should this rating badge be: (a) Always scarlet; (b) the same as required on the dress blue jumper; (c) a special rating badge designed for use on outer garments?

2. Gold service stripes and rating badge may be worn by: (a) Any enlisted man or woman who has 12 years of continuous active duty in which he or she has qualified for the Good Conduct Medal; (b) only officers who have 12 years of continuous active duty in which they have qualified for the Good Conduct Medal; (c) any petty officer who has 12 years or more of continuous service.

3. If you saw an enlisted man with the rating device pictured at left, he would be: (a) An engineering aide (former surveyor); (b) fire control technician; (c) builder.



4. If you saw the same emblem on the right sleeve of an enlisted man, he would be: (a) A gun range finder operator; (b) out of uniform; (c) a mount captain.

5. Stenciling clothing has always been a rather messy job. According to present regulations, clothing may be marked: (a) With a stencil and paint only; (b) either a stencil and paint or a half-inch stamp; (c) in any manner, so long as your name and service number appear.

6. It's not uncommon to see an enlisted man with the emblem of a diving helmet on his right sleeve and most of us immediately recognize him as a Navy diver. If you saw a diver's insignia like the one at right above, the wearer would be: (a) salvage diver; (b) deep sea diver; (c) Scuba diver.

7. Riding on a two-wheeled vehicle is dangerous and safety officials continually remind us not to ride this type vehicle without protective headgear. Naval personnel, when riding a two-wheeled vehicle, may: (a) Wear a plain white helmet; (b) wear only regular uniform clothing, and no protective headgear; (c) wear any type of protective headgear, regardless of color or design.

ANSWERS MAY BE FOUND ON  
PAGE 58



# THE BULLETIN BOARD

## Navy's STAR Program Is a Success — With Cast of Thousands

**T**HE NAVY'S STAR Program is working out quite nicely.

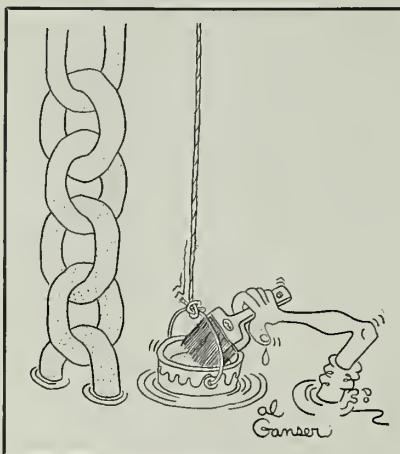
The "Selective Training and Retention" program, now slightly more than a year old, guarantees enlisted men serving on their first hitch a service school, and, in some cases, automatic advancement without examination, in exchange for a four- or five-year reenlistment.

A statistical breakdown of STAR reenlistments during the program's first nine months shows that 4904 Navymen in 66 rates and ratings shipped over. This was some 1300 more than expected under the original STAR goal.

Among the petty officer and designated striker ratings, STAR attracted 3526 men. In the non-petty-officer category, a total of 1378 men, ranging from one TN to 590 SNs, took advantage of the STAR program.

Perhaps the most surprising statistic, however, was the enlistment

**All-Navy Cartoon Contest**  
A. P. Ganser, MM2, USN



ratio for six- vs. four-year hitches. A whopping 94 per cent of all STAR reenlistees shipped for six.

STAR is actually an incentive program designed to induce trained

Navymen, or Navymen eligible for training, to make the Navy a career. When the program was introduced in August 1960, there was an urgent need for a large number of career enlisted men, particularly in these critical ratings: RD, SO, TM, GS, FT, GMT, ET, RM, CT, MM, MR, BT, EM, IC, AT, AQ, AE, AC and PR.

The goal of STAR, therefore, as introduced last year, is the early separation of first-termers and their immediate reenlistment for career designation.

Now, under STAR, first term enlisted men, who have served at least one but less than six years of active duty, may receive an early out and immediate reenlistment for four or six years, whichever is necessary to incur an aggregate of seven or more years' active service. This aggregate of seven years' service is what career designation actually means. With it go the benefits of STAR which include:

- **Guaranteed "A" School** — Some STAR nominees (not petty officers) are guaranteed an appropriate "A"-level school. Assignment to school normally occurs within one year after requests are submitted.

- **Automatic Advancement to E-4** — "A" school students who graduate in the upper half of their class are automatically advanced to pay grade E-4, provided they have completed at least six months in pay grade E-3 and are recommended by their commanding officers. (Lower half graduates are automatically designated as strikers, and must compete for advancement in the usual servicewide examination manner.)

- **Guaranteed "B" School** — Assignment to certain "B"-level schools is guaranteed for STAR nominees in pay grades E-4 and E-5. Men are usually in class within one year after submitting their requests.

- **Guaranteed "C" School** — Where a "B"-level school does not exist for a rating (or the man has already completed it) assignment to an appropriate "C"-level school, if there is one for the rating, is guaranteed.

### Here's List of Navy STARS, By Ratings

Here's a rate-by-rate rundown of the 4904 Navymen who reenlisted under the STAR Program during its first 9 months of operation. Critical ratings are identified by an asterisk.

RATE	E-3	E-4	E-5	RATE	E-3	E-4	E-5	RATE	E-3	E-4	E-5
BM	2	2	—	JO	2	3	3	*AQ	10	42	17
QM	1	3	—	PC	1	—	—	AC	6	15	6
SM	1	1	2	LI	—	1	1	AB	2	11	4
*RD	28	80	34	DM	4	8	1	*AE	34	109	45
*SO	21	77	20	*MM	51	110	27	AM	15	94	24
TM	14	34	6	EN	2	42	13	*PR	11	21	8
GM	3	22	1	*MR	2	19	6	AG	15	16	8
*GMT	11	8	4	*BT	14	154	27	TD	15	30	7
*FT	14	64	26	*EM	42	138	54	AK	7	4	—
*GS	9	15	5	*IC	41	96	23	PH	1	17	3
MN	—	2	—	SF	1	24	2	*PT	1	1	—
*ET	40	119	46	DC	—	7	—	HM	4	31	4
IM	2	2	1	PM	—	1	1	DT	—	4	1
OM	2	3	—	EA	—	2	—	OTHER (Non-rated)			
*RM	108	204	51	CE	—	2	—	SN	—	590	
*CT	16	68	29	EO	1	6	1	FN	—	326	
YN	23	68	9	CM	—	1	—	CN	—	3	
PN	—	21	5	BU	—	3	—	AN	—	441	
MA	—	1	—	SW	—	1	—	HN	—	12	
SK	3	9	2	UT	1	4	1	DN	—	5	
DK	3	1	—	*AD	13	150	17	TN	—	1	
CS	3	9	1	*AT	43	195	122				
SH	4	—	—	*AO	1	24	11				



### • Automatic Advancement to E-5

— Upon graduation from "B" school, advancement to pay grade E-5 is automatic for STAR PO3s, provided they have completed one year of service in pay grade E-4 and are recommended for advancement by their commanding officers. This feature applies only to those petty officers who entered the program as PO3s.

If you're interested, here's a run-down on the program's eligibility requirements, as outlined in BuPers Inst. 1133.13A.

First, if you hold one of the critical ratings listed above you must be in a non-career status (first term, less than seven years' obligated service) with at least one year and less than six years of completed active service. Also, you'll need your commanding officer's recommendation.

You may submit a request to your CO for early discharge, then reenlist for a four- or six-year hitch, as necessary, to provide an aggregate total of seven or more years' service. This makes you a "career designee."

You must meet the test score requirements, with waivers, for entrance into an appropriate "A"-level school of your normal path of advancement.

Even if you aren't in one of the critical ratings, you may be able to qualify for STAR. Many already have (see box). If you are a first-term petty officer or striker you may be recommended for STAR in your present rating.

Other details of the STAR program are spelled out in BuPers Inst. 1133.13A.

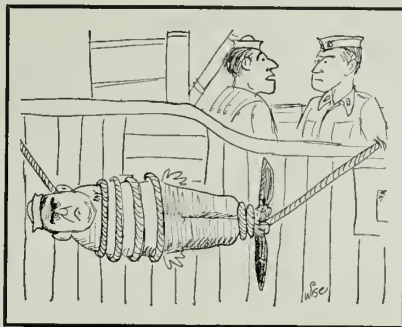
### Latest Correspondence Courses For Officers, Enlisted Men

One new officer correspondence course (OCC) and two enlisted correspondence courses (ECC) are now available from the Correspondence Course Center, Scotia, N. Y. Three have been discontinued.

The new courses are:

Course	NavPers Number
OCC Shipboard Electronic Equipments	10762-A
ECC Air Controlman 1 and C	91677
ECC Aviation Electronics Technician 3 and 2	91613-1

### All-Navy Cartoon Contest Charley Wise, HMCA, USN



"Where's Ray? Last time I saw him he was helping improvise a fender he lost over the side this morning."

Courses discontinued were: OCC Shipboard Electronic Equipments (NavPers 10762-1); ECC Aviation Electronics Technician 2 (NavPers 91613-A); and ECC Aviation Electronics Technician 3 (NavPers 91612-A.)

## WHAT'S IN A NAME

### Gyro Compass

Today the gyrocompass is regular equipment aboard every ship in the Navy. Back in 1909, however, it was just being tested for use in U.S. Navy ships.

As a result of these tests, a year later the Navy proposed that gyrocompasses be installed in USS *Utah* (BB 31), Wyoming (BB 32), and Arkansas (BB 33).

In July 1911, another experimental model was installed in USS *Delaware* (BB 28) at Boston, Mass. It was successful, and \$200,000 was requested by the Navy to purchase and test gyrocompasses for battleships. (This experimental compass is normally on display at the Smithsonian Institution in

### Policy Is Revised for NROTC Officers Completing Obliserv

Graduates of the NROTC program have been accorded a status that is comparable to that of Naval Academy graduates. This means that NROTC officers who want to be retained in the Regular Navy at the conclusion of obligated service no longer have to apply for retention.

Those officers who do not wish to remain in the Navy after their service obligation has been discharged must resign from the Navy and accept Reserve commissions. Provision for resignation was made in SecNav Inst. 1920.3B.

Announcement of the change of status of NROTC grads was made in BuPers Notice 1611 of 31 Aug 1961. Because of the change, those requests for retention or non-retention in the Regular Navy which were submitted shortly before and immediately after the effective date were not acknowledged.

Washington, D.C. but was recently borrowed by its manufacturer for a special showing. It will, however, be returned to the D.C. museum.)

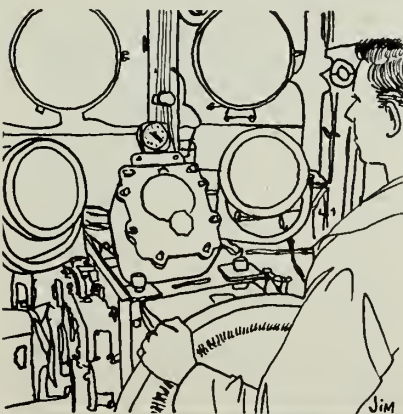
Compass number 101, which was the first one manufactured other than this experimental model, was installed in *Utah* on 13 Nov 1911.

During a six-day test later that same month, the master compass was several degrees off the meridian and the repeaters sometimes failed to follow the master. The following month, during a cruise from Hampton Roads to Galveston, Texas, much the same thing happened. The compass sometimes operated satisfactorily and at other times was several degrees in error.

When *Utah* returned to Boston, the company which built the compass overhauled the instrument and replaced the parts that had caused the trouble. Later the gyrocompass was further modernized. Apparently this corrected the trouble, because a gyrocompass report of 31 Oct 1922 said: "Compasses are in excellent condition."

In April 1925 this first U.S. Navy compass was removed from *Utah* and was taken to the U.S. Submarine Base at New London, Conn., where it was used in a Navy school.

The compass was later overhauled at Norfolk, Va., and exhibited at the Naval Observatory in Washington, D.C.



# Report on Living Conditions in Korea for the Navy Family

IF YOU HAVE RECEIVED ORDERS for duty in Korea, you'll probably be assigned to an advisory group as a representative of the United States government.

The primary mission of these groups is to help the Korean armed forces equip, train and develop balanced forces to defend that country against aggression. Here's a report on what you can expect to find there.

The climate in Korea is similar to that found in New England and the Middle Atlantic states. Korea has four distinct seasons occurring at about the same time of the year and in the same manner as our seasons do. Spring and autumn are ideal, and the change to other seasons occurs gradually and pleasantly. Seoul, for example, has an average temperature of 52 degrees (New York: 53 degrees) while Pusan averages 56 degrees (Washington, D. C.: 56 degrees). The winters are relatively cold and dry and the summers hot with considerable rain. Korea receives more than half its yearly rainfall during July, August and September.

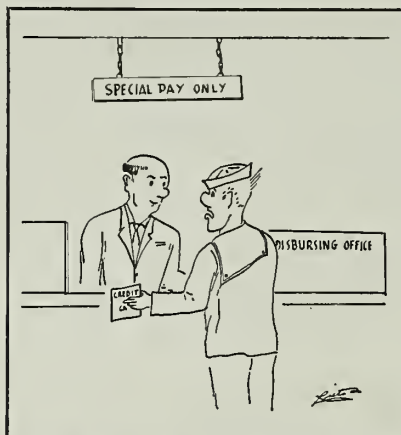
The principal cities in which you may make your home are Seoul (pronounced Sole), with a population of 1,500,000, situated in the west central portion of the peninsula; and Chinhae (Chin-hay), with a population of 80,000, located in the southern portion. There are many interesting places to see in these cities and the surrounding areas, but the cities, as such, do not have the shopping facilities or conveniences offered by American cities.

**Housing**—Housing presents no special problems. Single persons and those in Korea without dependents are billeted in barracks or BOQs.

Navy and Marine Corps dependents are located in Seoul or Chinhae. These quarters range in size from two bedrooms to four bedrooms. They are generally of a one-story duplex type, with asphalt tiled floors, and are supplied with hot and cold running water, electricity and modern plumbing facilities, including bathtubs and showers.

In addition, a majority of the quarters will have an open fireplace in the living room and a screened-in

All-Navy Cartoon Contest  
Amador Rieta, DK2, USN



"I have lost my pay record and would like to know if I could get paid with my credit card."

porch at the rear. Each unit has a central oil-fired hot air heating system. Drinking water is delivered by tank truck on military installations where required. Water elsewhere is not always safe without boiling or chemical purification.

A host officer or PO is designated for every military person assigned to Korea. Shortly after receipt of your orders, you will receive a letter from your host, or the chief of the activity to which you are to be assigned. He may need information from you as to the composition of your family and any unusual requirements for equipment or domestic servants. Your host will attempt to have your quarters ready for occupancy when you arrive. He will assist you with your processing and housing.

**What to Bring**—Plenty of space is available in your quarters for luggage, suitcases and footlockers. Furniture and essential appliances, such as refrigerators, stoves, rugs and lamps are provided in all types of housing to which you may be assigned. It is neither necessary nor desirable that you bring your own personal household belongings. There is no storage space outside your quarters.

You should, however, bring the following items with you as, you will need them, and in many instances they cannot be bought on the scene:

Cooking utensils, kitchenware, sil-

verware, china, glassware, linens, towels, washcloths, bathmats, shower curtains, electric fans, blankets, pillows (mattresses will be issued), drapes and curtains or material for them. (Material is available for sale at the PX, but the selection is often limited. Korean tailors or seamstresses will make the drapes or curtains at a reasonable price.)

If there's a baby in the family bring along a bassinette, high chair, play pen and baby pillows. If air travel is anticipated, ship these well in advance (10 to 12 weeks). FPO addresses, not geographical locations, should be used on all shipments.

**Electrical Appliances**—The standard electrical current in Korea is 110V, 60 cycle, the same as in the United States. However, the voltage sometimes drops to as low as 85 volts, which will cause some trouble in the operation of most common electrical devices, such as electric mixers, heaters, coffee pots, blenders, sewing machines, irons, vaporizers, fans and vacuum cleaners.

Step-up transformers are available at the PX to play radio and TV sets during periods of voltage drops. Washing machines, clothes dryers and air conditioners that operate on 110 volts in the U. S. will operate in Korea. Maintenance and repair work on washing machines and dryers will be done by Korean workers who are not trained in the complexities of automatic equipment. Therefore, if you bring such equipment, it is recommended that it be in good condition and reasonably simple to repair.

**Domestic Help**—Maids, cooks, laundresses, houseboys or chauffeurs are available through local billeting sections. Salaries are relatively low compared to rates prevailing in the United States. Generally, Korean servants have had some domestic background, although many will require training in American house-keeping methods. Salaries vary considerably, depending upon experience and the size of the family.

**Food and Clothing**—Commissary sales stores are available in the same locations as dependent housing. These stores are modeled after the normal stateside or overseas commissary and, even though small, will



stock a complete line of foodstuff items to include meats, fresh vegetables and fruits, canned goods and frozen foods. Fresh milk is not obtainable from authorized sources, but condensed, evaporated and reconstituted whole powdered milk is available. All normal food necessities may be purchased in commissaries. Bakery goods are available in limited varieties.

You may shop in the numerous branches of the Post Exchange system for merchandise and necessity items at minimum cost. These retail outlets sell items for everyday use, plus a limited number of luxury goods, such as record players, cameras, radios, tape recorders, sporting goods and yard goods.

The Post Exchange has a very limited selection of clothing and footwear, so you are strongly urged to bring an adequate supply to meet foreseeable needs for at least six months. Civilian clothing is not authorized for wear by the military except while engaging in athletics. However, it is recommended that some civilian clothing be brought as it may be worn on visits to Japan and other countries.

Service-type accommodations, such as barber shops, beauty shops, laundry and dry-cleaning service, watch repair and shoe repair are operated by Koreans.

Post Exchange ration books are issued for use in purchasing restricted items such as cigarettes, some cosmetics, watches, cameras and electrical appliances.

**Uniform** — Winter uniform is worn from 15 October to 30 April; summer uniform, from 1 May to 14 October. Optional periods range from 1 October to 14 October and from 1 April to 30 April.

Navy and Marine Corps rank insignia, corps devices, collar and cap ornaments, uniform buttons and some service ribbons are not usually available in the Army Exchanges.

Dress uniforms must be worn at appropriate times and occasions. It is recommended that officers bring a full complement of uniforms. Uniforms and small stores cannot be purchased in Korea, and the nearest clothing and small store issue point is in Japan.

**Schools** — The station schools have a curriculum designed to prepare pupils to meet the requirements of

schools and colleges on their return to the United States. Students coming from the United States do so without major interference with their studies or loss of credit.

Schools from first through eighth grade are located in all areas where families are housed. A high school, keyed to the U. S. college preparatory curriculum, and accredited by educational associations in the U. S. is located in Seoul. Dormitories are provided for students.

It is important that you bring transcripts of credits for the schooling already completed by your children, plus available information regarding their particular aptitudes

and educational levels.

After-hours college courses (University of Maryland) are offered at most major installations. There is no English language college operating in Korea.

**Money** — The official currency of Korea is the hwan (h-wahn). Paper money is issued in denominations of one, five, 10, 100, 500 and 1000 hwan notes. No coins are now minted. The current rate of exchange is 650 hwan to one dollar.

Finance officers and Post Exchanges are authorized to exchange dollars for hwan at the established rate. It is illegal to exchange hwan for dollars.

## HOW DID IT START

### First Copter Rescue at Sea

Most carrier pilots, if they had their druthers, would druther not have to ditch at sea. Their aircraft just don't operate very well in water.

If and when such disaster occurs, however, they're armed with the comforting knowledge that a helicopter is close at hand, and, in most cases, will have them safely out of the drink in a matter of minutes.

It wasn't always so. In fact, as short a time ago as 1947, the Navy was still debating whether to accept the helicopter for shipboard use. Now the naval aviator whose unscheduled dunking—and subsequent rescue by a helicopter—probably had a good deal to do with that acceptance has been presented an award commemorating the event.

CDR (then LT) R. A. Shields, USN, one of the principals in that little drama, is believed to be the first Navy pilot ever rescued by a chopper.

LT Shields, a member of Attack Squadron 7A based on board USS *Leyte* (now

AVT 10) was flying an SB2C dive bomber during Task Fleet Two operations in Atlantic and Caribbean areas on that very special February day. And, lucky for him, a chief test pilot for a helicopter manufacturing company, D.D. "Jimmy" Viner was also present during those operations, busily demonstrating the capabilities of his firm's pride and joy.

Copter test pilot Viner was already airborne demonstrating the ease with which his craft handled such routine at-sea chores as mail and supply transfers between ships when LT Shields' plane developed engine trouble just after takeoff from *Leyte*, and he ker-plunked into the sea.

Not one to pass up such a heaven-sent opportunity as this, the quick-thinking whirlybird driver rapidly wheeled his machine to the scene, lowered the line he had been using on the mail and supplies, and quickly plucked the soaked but grateful flyer from the water and deposited him back on *Leyte's* flight deck. The inherent possibilities of the performance were definitely not wasted on those Navymen who witnessed it.

"I was in the water only a short time," CDR Shields recalls. "I had no idea at the time, however, what an impact my experience would have on the business of flying everywhere."

CDR Shields posted a distinguished World War II record flying both torpedo and dive bombers and night fighters. Unsurprisingly, however, after his history-making rescue he developed an abiding interest in helicopters. He requested and received 'copter flight training, and was a chopper pilot for more than eight years before reporting to his present billet at NAS Miramar.



Military Payment Certificates (MPC) in denominations of \$.05 to \$10.00 will be available for exchange with U. S. currency before or immediately upon arrival. In military installations and facilities, you will use MPC exclusively. The possession and use of U. S. currency is not authorized. It is illegal to transfer MPC to any person or agency not authorized possession.

**Mail and Communications** — Mail may be sent via air or surface transport through Army post offices (APO). Normally, airmail to the States takes four to five days to the West Coast and four to six days to the East Coast. Surface mail requires approximately six weeks. Telephone calls may be made at rates averaging \$12.00 for three minutes.

All-Navy Cartoon Contest  
ENS R. C. Harvey, SC, USN



"Say, chief, what ship did this new man come from?"

**Religion** — Religious facilities in the Protestant, Catholic and Jewish faiths serve the communities. Chaplains are frequently assisted by civilian missionaries who supplement

Sabbath and week-day services.

**Sports and Recreation** — Libraries, craft shops, spectator and participating sports, entertainment workshops and clubs are available.

Spectator type sports include wrestling, boxing, basketball, softball and football. Leisure time voluntary participating activities include handball, badminton, table tennis, horseshoes, swimming, weightlifting, archery, hunting, fishing and bowling. A golf course is available in Seoul. Hunting and fishing, as elsewhere, are carefully regulated in respect to season, take and area. Both fresh water and deep sea fishing are available and, for hunters, pheasants are plentiful.

The entertainment workshop sponsors amateur musical and dramatic productions periodically.

At the clubs, you will find a variety of off-duty activities and entertainment which includes dances, parties, floor shows and bingo. The American Forces Korean Network and numerous Korean radio stations offer an excellent variety of radio programs. One AFKN television station broadcasts programs in Seoul.

The news is published daily in Seoul by two English language Korean newspapers: the "Korean Republic" and the "Korean Times." The Pacific edition of the "Stars and Stripes" is published in Tokyo and air-carried to Korea daily for sale and distribution to military activities and dependent areas.

**Medical and Dental Facilities** — Adequate medical and dental facilities are available. Treatment for hospitalized cases is provided in the 50-bed hospital at Seoul. Dental care includes general operative, surgical and prosthetic treatment.

Everyone entering Korea is required to have up-to-date records showing prescribed inoculations. Booster shots are obtainable.

Dependents should complete any necessary medical or dental treatment before departure from the United States.

**Transportation** — Shipment of privately owned vehicles is authorized if you are to serve at least 24 months in Korea. Only one vehicle (motor scooters, motorcycles and motorbikes are considered vehicles) is authorized. Korea has very strict laws on the ownership of vehicles by Koreans, and resale is not feasible

## Here's List of Publications and Films on Leadership

Here is a list of publications and films for use by commands in their leadership programs. Initial distribution of all this material has been made. However, additional copies of publications may be requisitioned from the U. S. Naval Supply

Center, Norfolk, Va., or Oakland, Calif., in accordance with Nav-SandA Publication 2002 (Navy Stock List of Forms and Publications, Cognizance "I").

Films are obtainable from Navy and Marine Corps Film Libraries.

Title	NavPers Number
<b>PUBLICATIONS:</b>	
Effective Division Officer Leadership	15914
Leadership Discussion Guides (Officer)	15915A
Second Increment	15915A-1
Third Increment	15915A-2
Leadership Discussion Guides (Enlisted)	15916
Second Increment	15916-1
Third Increment	15916-2
Department Head/Division Officer Leadership Check-List	15918
Officer Leadership Check-List	
Officer Leadership Check-List	15919
Effective Naval Leadership and the Code of Conduct	15922
The Armed Forces Officer	15923
Principles and Problems of Naval Leadership	15924
Five Steps to Effective Naval Leadership	15928
Guided Discussion — A Tool for Effective Naval Leadership	15932
Moral Leadership	15890
A Leadership Seminar Guide	15933
Correspondence Course, Leadership (Enrollees only)	10903A
<b>FILMS:</b>	
The Challenge of General Order No. 21	MN-88292
	(25 min.) (color)
Use of Discussion	MN-8829b
	27 min.) (B&W)
The Case of the Early Leave	MN-8829e
	(15 min.) (B&W)
The Case of the Unmoved Files	MN-8829F
	(15 min.) (B&W)
The Case of the Penurious Personnelman	MN-8829g
	(15 min.) (B&W)
The Case of the Unwashed Seaman	MN-8829h
	(15 min.) (B&W)
The Navy Way	MN-5321I
	(20 min.) (B&W)



and in most cases not possible. So it is best to plan to return your vehicle to the U.S. upon completion of your tour.

Be sure your automobile is in first-class condition before shipment. If possible, it should be of the light-weight and low-price range type. Replacement parts are very limited at the PX garage and will, in most cases, have to be ordered direct from the U. S. Lock-type gas caps are required.

It may be five weeks to two months from the time you turn your automobile in at a West Coast port until you receive it. You will be notified when your car arrives and given information as to when and where you may receive it. You should bring a valid, current driver's license from some state in the United States as a prerequisite to obtaining a driver's permit from the Korean government. You will be required to obtain both a Korean and a military permit and to have them in your possession while driving.

Be sure to check with your automobile insurance company to make certain that your present policy provides the coverage you think it does. Highways leave much to be desired. Modern paved roads are few, and most of the streets are narrow and winding and heavily traveled by pedestrians and bicyclists.

Military transportation will be provided when necessary to carry children to and from schools and dependents to and from the commissary when quarters are located beyond reasonable walking distance.

All-Navy Cartoon Contest  
LT B. E. Lodge, USN



"... and all liberty is canceled until morale improves."

## WAY BACK WHEN

### Commodore Sloat's Festival

The Sloat Day Festival, which is held annually in Monterey, Calif., is named in honor of Commodore John Drake Sloat, who captured the city of Monterey for the United States in July 1846.

This celebration actually commemorates the second time that Monterey was captured by the U.S. Navy for the United States. Some four years before, in 1842, Commodore Thomas ap Catesby Jones, believing a state of war existed between

Mexico and the United States, captured Monterey. When he found that the two countries were not at war, he apologized and gave the city back to Mexico. The United States later relieved Commodore Jones of his command as a result of his hasty move.

When Commodore Sloat captured Monterey, however, it was for keeps. He sailed into Monterey Bay in his flagship, the frigate *Savannah*, and joined two other American ships, *Cyane* and *Levant*.

Five days later, on 7 Jul 1846, the United States flag, which then had 28 stars, was officially unfurled over the Mexican Custom House in Monterey. A proclamation was read by Commodore Sloat which declared the territory of California to be under the protection of the United States. California became a state in 1850.

During this year's Sloat Day Festival in Monterey, some 900 officers and enlisted men from five ships participated in the celebration. The ships were USS *Benner* (DDR 807), *Everett F. Larson* (DDR 830), *De Haven* (DD 727), *Conflict* (MSO 426), and *Endurance* (MSO 435).



### Regulations Revised on Athletic Achievement Awards

Regulations for the Chief of Naval Personnel's Athletic achievement awards have been reviewed and up-dated.

The guidelines are:

**Eligibility**—All officer and enlisted personnel on active duty in the Navy for a period of 90 days or more, AND their bona fide dependents. NROTC and USNA midshipmen are *not* eligible.

Awards and requirements are as follows:

**Bowling**—Men, for rolling a "300" game or a "700" series in ten pins; Women, for rolling a "300" game or a "600" series in ten pins. All requests should include verification by teammates or opponents, and an official of the bowling alley.

**Golf**—For a "Hole-in-One." It must be accomplished on a regulation golf course (one which has no more than five par-three holes out of 18) or on a pitch-and-putt hole more than 200 yards in length. Request should include the score card properly attested by playing part-

ners and the club professional.

**Baseball**—For pitching a no-hit, no-run baseball game (nine innings) during regular league play.

**Softball**—For pitching a no hit, no-run, no-man-reach-base softball game (seven innings) during a regularly scheduled game.

All requests for the baseball and softball awards should be accompanied by an authenticated score sheet.

**Requests**—Requests for awards should be forwarded to the Chief of Naval Personnel (Attn: Pers G-11) via your commanding officer. Each request must have been properly authenticated and accomplished after 1 Jan 1960 in order to be considered for an award.

### Thomas Edison Is Launched

*Thomas A. Edison*, SSB(N) 610, has been launched at Groton, Conn. She is a sister ship of *Ethan Allan*.

*Thomas A. Edison* is 410 feet long and displaces 6900 tons. It will carry 16 A-2 *Polaris* missiles.

The A-2 version of the *Polaris* missile has a range of 1500 nautical miles (1725 statute miles).

## Naval Clemency Board Can Provide Another Chance in Disciplinary Cases

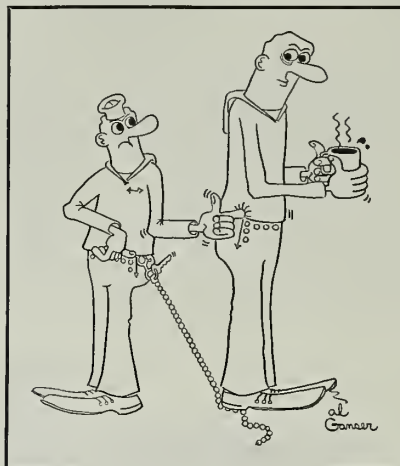
By and large, most of us go along from day to day, doing the best we can at our jobs and trying to keep out of trouble. Sometimes a man gets himself fouled up, and it is necessary to invoke the law. If that should happen to one of your shipmates, the Naval Clemency Board can be one of his good friends. Allow us to perform the introduction:

The Clemency Board has been created by the Secretary of the Navy to study the cases of those who have committed offenses under the Uniform Code of Military Justice and have been sentenced to a punitive discharge or confinement by court-martial.

If the circumstances appear to warrant, the Board may recommend that a man's sentence be reduced, or that he ultimately be restored to duty. (It is, of course, entirely up to the Secretary whether or not to accept the Board's recommendation. Usually he does.)

It might be mentioned here that

All-Navy Cartoon Contest  
A. P. Ganser, MM2, USN



prisoner rehabilitation programs have been more than a century in their development, and are only now coming to be generally accepted by society. More than 33 years ago, retraining of convicted men and restoring them to duty became standard practice in the Navy.

It is entirely consistent with the Navy tradition of treating all Navy-

men as individual human beings, and not mere numbered cogs in a great military wheel, that the Secretary's policy regarding clemency extends consideration to those who await a punitive (bad conduct or dishonorable) discharge. Under this policy, if a man who has gotten into trouble is considered "suitable" and submits a request, he may be restored to duty after confinement and given the opportunity to show, during a probationary period, that he is entitled to have the punitive discharge dismissed.

In short, the Clemency Board reviews cases of naval personnel serving sentence of courts-martial resulting in punitive discharge or eight months or more confinement, and makes recommendations to the Secretary of the Navy with regard to clemency. The Board may review, in exceptional instances, cases of less than eight months' confinement.

This is not mere mouth honor to the concept of mercy. Members of the Board are high-ranking, responsible officers. The Senior Member is a senior captain (Line), assigned from the Executive Office of the Secretary. The Commandant of the Marine Corps is represented by a senior colonel. Relatively senior officers represent the Chief of Naval Personnel and the Judge Advocate General. The Bureau of Medicine and Surgery is represented by an experienced psychiatrist.

The Board is convened by precept of the Secretary of the Navy, and is guided by instructions issued by the Secretary. (SecNav Inst. 5815.3 is the current Instruction regarding clemency.)

The Board reviews from 2000 to 6000 cases each year. Of those who are restored to duty as a result of action by the Board, it has been found that about 70 per cent succeed in staying out of further trouble, and are of real value to the service.

Normally, the Board's work begins when an individual involved in a court-martial submits a request for clemency. After he has served a portion of his confinement, he is automatically granted the opportunity to make such a request. The time of eligibility depends, of course, upon the length of his sentence. Subject to certain conditions, a punitive discharge will not be executed until the action of the Secretary

## Two-Time Winner of Navy and Marine Corps Medal

Some people are born with a special spark; for heroes, they say, are born, not made. Perhaps it is a profound compassion for their fellow man that makes a few—with complete disregard for their own safety—willing to snatch the life of another from the jaws of death.

John Joseph Stankaitis was born with that spark. He and his friends were swimming on the tenth of December last year during a station picnic at Guam, M. I., when the treacherous rip tide caught one of the swimmers and carried him struggling far out into the waters of Togcha Bay.

When Stankaitis learned what had happened, he swam through the swift currents in an attempt to rescue the man. He succeeded in reaching his side but the rip tide had them both in its grasp and refused to let them go.

Stankaitis managed to keep the other man's head above the turbulent water for 30 minutes—long enough for a helicopter to reach

them and pull them both to safety.

For his heroic conduct, Chief Warrant Officer John J. Stankaitis was awarded a Gold Star in lieu of a second Navy and Marine Corps Medal.

John Stankaitis received the first award in 1946. He was a Chief Pharmacist then. A commercial airplane crashed near his home at Lakehurst, N. J. Stankaitis rushed to the scene of the crash and found the plane burning furiously.

The plane's stewardess was lying in a water-filled ditch near the blazing plane. In spite of the intense heat of the burning plane and the knowledge that the plane must certainly explode soon, he jumped into the ditch and pulled her to safety seconds before it exploded.

CWO Stankaitis has had the opportunity twice in a lifetime to exhibit the quality with which heroes are endowed. The Navy and those who were fortunate enough to have him nearby in time of trouble are the beneficiaries.



upon the clemency request has been published, unless the individual asks for it.

(In addition to this automatic clemency review procedure, the man's commanding officer is authorized to grant a special review at any time before discharge if he considers it to be warranted. The automatic review applies if the Navyman is awaiting a punitive discharge or serving eight months or more, either with or without a punitive discharge. However, in special cases, the commanding officer may grant a clemency review to anyone serving a court-martial sentence, without regard to the eight-month limitation.)

When a man is eligible for clemency review, he is furnished a choice of two forms. On one, he may request restoration to duty; on the other, he may request to be discharged as sentenced. On either form, he can request additional types of clemency.

If he is confined in a disciplinary command, his request will be acted upon first by a local clemency board. He will be allowed to appear before this board in person to present his case. The board will also review his request together with his case history, reports from supervisors, instructors and custodians, as well as all other available information. A psychiatric evaluation is included. The local board then informs the individual, in person, of its recommendations.

A progress report will be prepared, which sets forth all the information concerning the case. This report, accompanied by the recommendations of the local board and the commanding officer, will be forwarded to the Chief of Naval Personnel or the Commandant of the Marine Corps for further recommendation and forwarding to the Naval Clemency Board.

If the Navyman is confined in a brig or hospital, or if he is not serving confinement, the procedure is the same, except for the review and recommendation by the local clemency board.

When the Naval Clemency Board reviews a case, all available information is carefully studied. In addition to the progress report and recommendations of previous reviewers, this includes any letter which may

have been received from interested parties, the court-martial order with the action of the convening authority (and at times, the complete court record), and any other pertinent material.

If a person thinks it will do any good, he may ask interested parties to appear before the Board on his behalf and, in rare instances, it may be possible for the individual himself to appear before the Board. However, this must be done at his own expense.

After due deliberation, the Board forwards its recommendations to the Secretary, who directs the final action to be taken.

It should be remembered that the clemency review is entirely separate from legal review. When a Clemency Board reviews a case, it must accept the findings of the court-martial as final. However, the Board does consider all available information which might help in the best disposition of a particular case.

Each case is decided entirely upon its own merits as the Board attempts to satisfy man's basic sense of ethics, the best interest of the Navy, and the best interests of the individual.

### 'Bonnie Dick' Bakery

When a destroyer pulls alongside *USS Bon Homme Richard* (CVA 31) to refuel, the "Bonnie Dick" furnishes more than just fuel for the ship's engines.

As an escorting destroyer hooks up to refuel, the tin can sailors watch eagerly for a small satchel to come over via the highline that will also refuel them. They know from past experience that inside the package will be "goodies" from the carrier bake shop. It's always a surprise, but doughnuts, cinnamon rolls, cookies, pie, cake or maybe some bake shop specialty, may be inside the package.

The word is undoubtedly getting around the Seventh Fleet about the Bonnie Dick's new program of goodwill, but Fleet headquarters has denied that the ships of the Seventh Fleet are flocking to the carrier for just a whiff of the aroma of hot baked bread, newly cooked doughnuts or rolls just out of the oven.

*Bon Homme Richard* is now on duty with the Seventh Fleet.

## HERE'S YOUR NAVY

Anyone who has tried to select a name for a baby pleasing to the largest number of relatives can appreciate the Navy's difficulty when it seeks a name for a new ship.

The Navy uses the ship's name to perpetuate and honor the names of heroic ships of the past; to perpetuate the names of battles famous in the annals of naval history; and to honor heroes of the Navy, Marines and Coast Guard.

Certain ships are named for geographical locations. Others get their names from the plant and animal kingdoms, astronomical bodies, mythological beings and Indians.

Whenever the Navy gets a new type of ship, as was the case when the nuclear submarines came into existence, the Navy has to settle on a new category from which names can be selected. In the case of the FBM subs, of course, the names of distinguished patriots are being used.

A name is assigned to a ship as soon as possible after its construction



has been authorized and the contract awarded.

The Navy Department maintains lists of names for each category of ship. When a name is needed, a process of selection begins, and eventually the Chief of Naval Operations makes a recommendation to the Secretary of the Navy.

The ultimate decision for the ship's name rests with the Secretary of the Navy. He or his representative chooses the name and invites the sponsor.

When the ship is launched, the sponsor uses a bottle of champagne which has been elaborately encased in a "tuxedo" of 1/16-inch flexible mesh to prevent accidents from flying glass. When the bottle smashes against the bow of the ship, the sea gods, who used to insist on the blood of slaves to slake their thirst, are now mollified by champagne.

In case the sponsor should miss her mark, or lacks the strength to smash the bottle, a ready assist is given by anyone close by, retrieving the bottle and smashing it against the bow so the gods will not be cheated of their libation.



## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have a consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

### Alnavs

No. 37 — Announced approval by the President of a report of selection that recommended Marine Corps officers for temporary promotion to the grade of colonel.

No. 38 — Announced the suspension of the transportation of dependents to Western Europe until further notice.

No. 39 — Announced the death of Dag Hammarskjold, and directed the display of the national flag at half-staff on all government buildings.

No. 40 — Announced approval of the slogan, "U. S. Navy — Freedom's Guardian," for use in connection with observances of Navy Day.

No. 41 — Announced approval by the President of a report of a selection board that recommended Marine Corps officers for temporary promotion to the grade of lieutenant colonel.

### Instructions

No. 1050.2C — Provides information concerning the conditions under which enlisted personnel of Philippine or Guamanian extraction may be transferred to the Republic of the Philippines or to Guam for reassignment or to visit these areas in a leave status.

No. 1110.4B — Sets forth the requirements for participation in the nationwide competitive examination for appointment to cadetship in the U. S. Coast Guard which is conducted annually during February.

No. 5390.2 — Provides general information regarding the Naval Leadership Program evolving from General Order No. 21.

### Notices

No. 1611 (31 August) — Announced a change in the law governing regular NROTC graduates, and cancels BuPers Inst. 1611.1, which

is concerned with the retention, as permanent officers in the U. S. Navy, of officers who accepted usn appointments from NROTC and college-graduate sources.

No. 1120 (5 September) — Announced the selection of personnel recommended for appointment to the grade of ensign, Medical Service Corps, usn.

No. 1530 (5 September) — Announced the selection of Navy and Marine Corps personnel for assignment to the Naval Preparatory School, Bainbridge, Md., as candidates for appointment to the U. S. Naval Academy.

No. 1110 (14 September) — Provided information on the selection of enlisted personnel on active duty in the Navy and Marine Corps for appointments as midshipmen in the NROTC program for the class entering school in the fall of 1962.

## List of New Motion Pictures And TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: *Wagon Train*, *Bonanza* and *Rawhide* — Westerns; *Perry Mason* and *Michael Shayne* — Melodramas; and *Checkmate* — Drama.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

### Motion Pictures

*The Adventures of Mark Twain* (1787): Biographical Drama; Fred-

ric March, Alexis Smith.

*Shadow of the Cat* (1788): Melodrama; Andre Morell, Barbara Shelley.

*You Have to Run Fast* (1789): Melodrama; Craig Hill, Elaine Edwards.

*Terror of the Tongs* (1790) (C): Melodrama; Christopher Lee, Yvonne Monlaur.

*Angel Baby* (1791): Melodrama; George Hamilton, Mercedes McCambridge.

*Mad Dog Coll* (1792): Melodrama; John Chandler, Kay Double-day.

*Homicidal* (1793): Melodrama; Glenn Corbett, Patricia Breslin.

*Absent-Minded Professor* (1794): Comedy; Fred MacMurray, Nancy Olson.

*David and Goliath* (1795) (C) (WS): Biblical Drama; Orson Welles, Ivo Payer.

*The Pleasure of His Company* (1796) (C): Comedy; Fred Astaire, Debbie Reynolds.

*Most Dangerous Man Alive* (1797): Melodrama; Ronald Randall, Debra Paget.

*Time Bomb* (1798: Melodrama; Curt Jurgens, Mylene Demongeot.

*Battle at Bloody Beach* (1799) (WS): Melodrama; Audie Murphy, Gary Crosby.

*One Eyed Jacks* (1800) (C): Western; Marlon Brando, Karl Malden.

*Curse of the Werewolf* (1801) (C): Melodrama; Clifford Evans, Yvonne Romaine.

*Five Golden Hours* (1802): Comedy; Cyd Charisse, Ernie Kovacs.

### Television Programs

5160: TV-1 *Wagon Train* — Trial for Murder, Part I. TV-2 *Wagon Train* — Trial for Murder, Part II.

5161: TV-1 *Wagon Train* — The Jeremy Dow Story. TV-2 *Checkmate* — Princess in the Tower.

5162: TV-1 *Wagon Train* — The Cathy Eekhart Story. TV-2 *Checkmate* — The Dark Divide.

5163: TV-1 *Wagon Train* — The Dick Jarvis Story. TV-2 *Checkmate* — Moment of Truth.

5164: TV-1 *Wagon Train* — Princess of a Lost Tribe. TV-2 *Checkmate* — Between Two Guns.

5165: TV-1 *Wagon Train* — The Patience Miller Story. TV-2 *Checkmate* — One for the Book.

5166: TV-1 *Wagon Train* — The Prairie Story. TV-2 *Checkmate* — A Matter of Conscience.

### Answers to Quiz Aweigh

1. (b) The same as required on the dress blue jumper.
2. (b) Only petty officers who have 12 years of continuous active duty in which they have qualified for the Good Conduct Medal.
3. (b) Fire control technician.
4. (a) A gun rangefinder operator.
5. (b) Either a stencil and paint or a one-half inch stamp.
6. (c) Scuba diver
7. (a) Wear a plain white helmet.

Quiz Aweigh may be found on page 49.

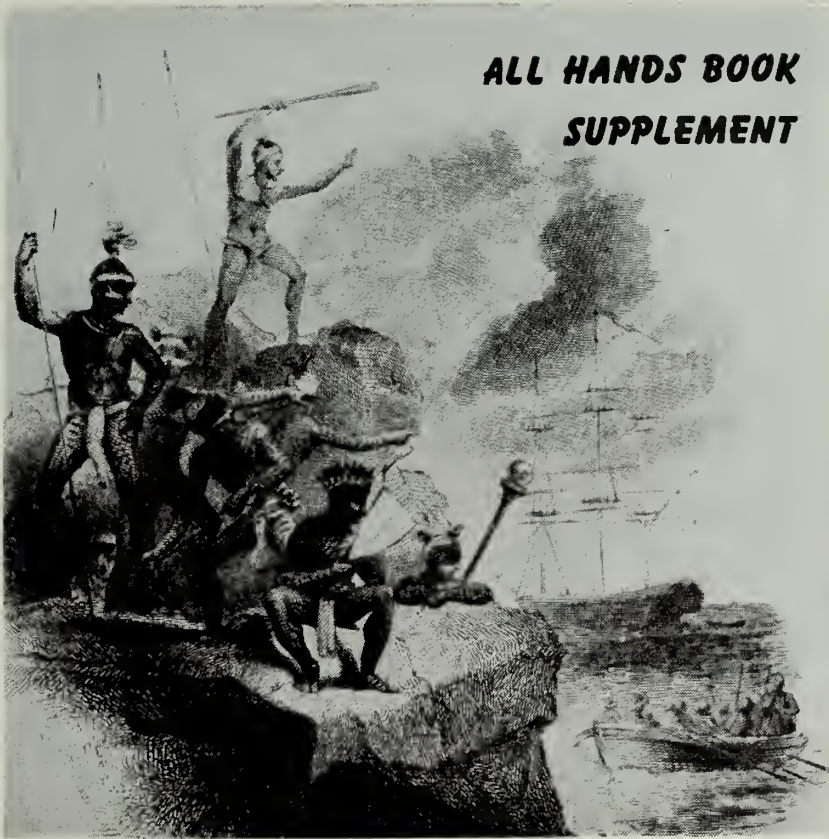


**ALL HANDS BOOK  
SUPPLEMENT**

# **SOUTH SEAS**

## **Summit Meeting**

# **1829**



**Misunderstanding and conflicts appear to arise in all times and places. Here, a chaplain aboard *USS Vincennes* tells how the captain of that ship was instrumental in negotiating peace between opposing tribes near the Marquesas Islands more than 130 years ago.**

**T**HE NEXT DESTINATION of *Vincennes* is the Washington Islands, a group in the vicinity of the Marques de Mendocas and frequently included with them under the general appellation of the "Marquesas."

Though the Marquesas were discovered by a Spanish voyager in 1595, the Washington group, scarce a degree distant to the northwest from them, remained unknown until 1791, when they were first seen by Captain Ingraham of Boston, and in the succeeding year visited by Captain Roberts of the same place, who gave them their name.

There are three of them; Huahuka, Nukuhiva, and Upou, forming a triangle by their relation with each other. Nukuhiva, 20 miles in length and nearly the same in breadth, with three or four good harbors on its coast, is much the largest and most important of the three and that alone which ships have frequented. It is the island at which Commodore Porter refitted his squadron in the Pacific during the late war between the United States and Great Britain, and is the principal scene of the journal he later wrote.

The inhabitants are now as they were then, in an entire state of nature, and their primeval condition is unchanged except, it may be, among those in the vicinity of the harbor occasionally visited by ships.

**T**HE HIGHEST PEAKS of Nukuhiva we judged to be between two and three thousand feet above sea

level. Its eastern end is perfectly ironbound, presenting an uninterrupted succession of barren precipices. As we approached with a gentle breeze, the only object that attracted particular attention was the headland forming the southeast point for which we were steering. It is a bold and lofty promontory, surmounted by a gigantic rock having a most striking resemblance to the ruined watch-tower of some dilapidated castle.

On passing this we opened on the right the deep bay and valley of Oomi, inhabited by the Taipis, the warlike tribe whom Commodore Porter skirmished while refitting his squadron. The valley is richly covered to the mountain tops with groves of cocoanut and breadfruit. A high green point, clothed only with grass, and a still deeper arm of the sea running three or four miles inland, separate this valley and its waters from that of the Hapas, the only tribe intervening between the Taipis and the Teiis, the occupants of Taiohae, immediately round our anchorage.

There being no obstruction to the navigation along the coast, except a single point of rock above water within a mile of Tower Bluff, we ran close in with the shore and soon came upon a fleet of fishing

From *A Visit to the South Seas*, by C. S. Stewart, A. M., Vol. I. Published by Henry Colburn and Richard Bentley, London, 1832.

canoes. They were filled with men of the Hapa tribe who, the moment they saw the ship, began hauling in their lines and fishing tackle in readiness to board us.

THERE WAS NO LITTLE EXCITEMENT on our decks in the prospect of a close observation of these people, and as we came in among them and caught the sounds of their chatter and laughter, with which they expressed their surprise at the sight of us, everyone was ready to throw a line to the numbers who leapt from their canoes into the sea to get hold of some part of the ship and to mount her sides as she passed.

Five or six succeeded in the attempt, although we were under considerable sail. Some were entirely naked, but all appeared as good natured and jovial as could be.

We soon discovered that their tribe and the Taipiis were, as usual, at war, and that only two days previous there had been a sea-fight between them near the spot at which we then were. Their grimaces of detestation and deadly hatred to their enemies, as they pointed in their direction, and pantomimic representation of the battle, the discharge of the muskets and effect of the shot was fascinating; while they used all the eloquence of speech and gesture to induce us to espouse their cause and pour destruction on the poor Tapiis, whose very name seemed to be a watchword of terror among them.

For this purpose they wished us to come to an anchor near their valley opposite, but finding us determined to proceed to our own harbor they continued on board, the Teiis being at present their friends and allies.

While yet under weigh, two or three canoes were seen paddling towards us from the fishing grounds near the sea, and others from the center of the bay; and we had scarce let go our anchor before scores of visitors came swimming in all directions from the

shore, soon surrounding the ship, sporting and blowing like so many porpoises. They were all received on board, and we quickly had noise and confusion in abundance.

Many of them, both men and women, were entirely naked, though most of the latter brought with them a *pau* or *kihei* (petticoat or mantle) tied up in leaves or native cloth, and elevated on a short stick which they held above their heads with one hand while they swam with the other. Until they gained the deck, however, and had time to make their toilette there, they all stood *a la Venus*. I should think the number thus on board amounted to at least 150 to 200.

IT WAS NOT UNTIL two or three hours later that a canoe of chieftains was announced as alongside. The party consisted of Moana, the prince or king of the tribe, who was a boy about eight years of age; of Haape, guardian of the prince and regent during his minority; with Tenae, a son of the same age as Moana; and Piaroro, a chief of rank from the neighboring tribe of the Hapas. Neither men nor boys had any other clothing than the simple *maro*, of a kind of *tapa*, or native cloth. I never saw brighter looking little fellows than the prince and his companion. They at once became favorites with us all.

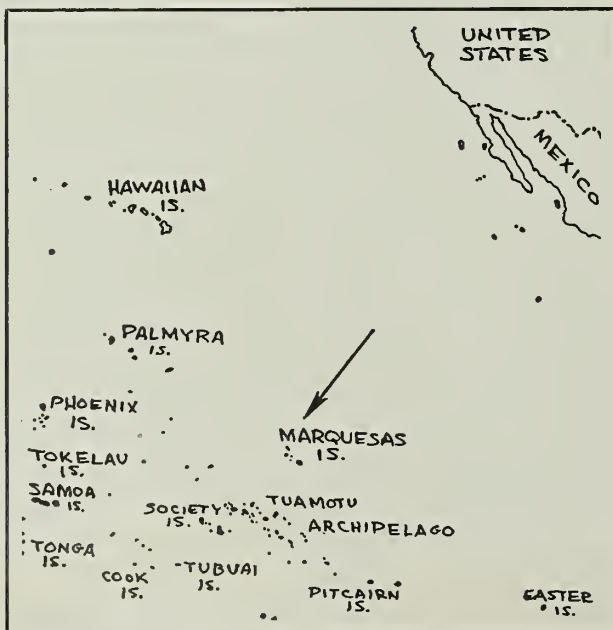
Haape is a middle-aged man of mild countenance and seemingly of most kind and amiable feelings. He welcomed us with great cordiality, taking it for granted that by the arrival of one of "Porter's ships," as they call all American vessels, he had gained just the kind of ally against the Taipiis that he needed.

My partial knowledge of the Hawaiian language, which does not differ radically from that spoken at this group, enabled me to interchange ideas to some extent; and by the aid of five or six Society Islanders and Hawaiians belonging to the crew, Captain Finch succeeded so far in explaining the general object of our visit—we came neither for trade nor war, but to express our good will towards them, purchase from them such refreshments as were desirable, and render them any service of kindness in our power.

ON ENTERING THE HARBOR, a white flag had been hoisted at the foretop masthead, as a signal that the ship was free of access to all who might choose to come on board. The captain informed them of the design in setting it and told the chiefs that any of the people might come off whenever they saw it flying, but that taking it down would show that the ship was *tabu* until it should be hoisted again; that now it was to be lowered for the night, and all on board, men and women, must start for the shore.

This Haape and Piaroro made known to the crowds thronging the decks and rigging. At first, little attention was paid to the order, but when Captain Finch repeated the injunction to the chiefs, assuring them that the ship must be cleared, they assumed a more authoritative tone toward the people, and the men began plunging overboard amidst the confusion of a general chatter and exclamation.

The women manifestly considered the order as referring only to the men, and remained clustered about, in the belief that, like all other ships that had ever visited them, *Vincennes* was to be their home



PACIFIC DOTS—Arrow points to Marquesas Islands where *USS Vincennes* made good will stop in 1829.





SAME SPOT—*Vincennes* found islands much the same as during Commodore Porter's visit shown here.

until her anchor was taken for sea again. When, after repeated declarations that they too must go, they began to suspect the truth of the case, scarce anything could exceed the looks of surprise they cast at one another and on the ship's company.

They seemed determined, by their further dilatory movements in obeying the order, still further to test the reality of such an unknown measure. It was not until we beat to our usual evening quarters, and the officers by their swords very courteously pointed out the steps at the gangway to them, that they too began with many a "*taha, taha,*" to leap one after the other into the water and pull away for the shore.

**R**EVILLE HAD SCARCE BEEN BEATEN the following morning before *Vincennes* was surrounded by the noise, loud talking, hallooing and various rude merriment of the islanders. Finding the ship strictly *tabu*, they took possession of the launch which had been hoisted out and moored at a little distance and, although a heavy boat, crowded her until her gunwales were almost level with the water. As the white flag has not been hoisted during the day, they have been content with that accommodation.

Before breakfast, the chiefs we saw yesterday came to us accompanied by an Englishman named Morrison. He has lived here several years as a collector of sandalwood, and the captain readily accepted his services as an interpreter. The principal object of the visit on the part of the chiefs was to know when they might expect Captain Finch and his officers on shore, and we made an appointment for 11 o'clock.

The house of Haape, with whom the young king Moana lives, is located on the brow of a small hill near the beach and overlooks the bay. It is small, but is a conspicuous object from the anchorage and has a pretty cottage-like appearance. The various houses, though of different sizes, from 20 to 100 feet in length and from eight to 16 in height and from 10 to 14 and 16 feet wide, are all of one shape and style, and vary considerably in their form and construction from those of the Sandwich Islanders.

Here, the roofs instead of descending to eaves on both sides of the ridgepole, have rafters in front only, while the back of the house descends perpendicularly from the peak to the ground, giving to the exterior the appearance of an ordinary hut cut length-

wise in two. They are always erected, as far as I can see, on a platform of rough but massive stonework from one to four feet in height which extends two or three feet beyond the area of the house. The rafters descend in front to a plate or timber, extending the whole length of the house, supported by a row of thick round pillars from three to five feet in height, over which the eaves project sufficiently to screen the entrance from the weather.

At the peak the rafters rest on a similar stick of timber, supported by two or more posts. The space between them is filled with poles of bamboo or of the light wood of the hibiscus, laid parallel, two or three inches apart, over which lighter sticks are placed, the whole being neatly lashed together at the intersection.

The fronts of the houses are seldom thatched. Sometimes they are entirely open, in which case the timber supporting the roof, and the pillars below are generally neatly hewn and ornamented by braids of sennit, of various colors tied on in horizontal stripes,



THE SHIP—USS *Vincennes*, shown during a later expedition, received a warm welcome from natives.





MUCH DECORATED chief warrior of Taipii tribe is shown in drawing made during visit to islands.

in diamonds or in checks, in a pretty and fanciful manner.

THERE WERE A NUMBER of people in Haape's house besides his wife and female relatives, children and servants, some sitting and others lying and lounging around. The wife of Haape, a fine looking and graceful woman, was nursing a child some months old, of which she seemed very fond.

In every house, the internal arrangement is the same. A smooth trunk of a cocoanut tree extends the whole length, a foot or two from the farther side. At an interval of about four feet another lies parallel to it and the space between is spread with grass and covered with mats. This constitutes the bed of the whole family and household, the innermost log forming a general pillow and the second a support for the lower limbs, which extend over it. The rest of the area is a paved floor, a foot or two above the platform without, upon which they have their meals and perform their indoor work.

Calabashes of food and water, wooden bowls and trays, some stone adzes, with other rude implements, numerous spears and war clubs and a few muskets sticking in the thatch, constituted the furniture of the establishment.

After a few expressions of civility and assurances of the kind intention of our visit, Captain Finch distributed some small, but to them valuable and useful presents, such as axes and knives and pieces of white calico. After this, and a few minutes spent in the examination of some papers, calabashes, wooden dishes and other articles of manufacture, we proposed taking a walk inland among the groves and plantations of the valley.

AS WE LEFT THE HOUSE, a chief warrior was pointed out to us in the crowd, a small but exceedingly athletic and muscular man, with sharp features and wild expression of countenance, and a tremendous head of bushy hair frizzled widely in every direction, cultivated to add to the terror of his looks in battle. He had a spear in one hand, and at our request

went through the various rapid movements and gesticulations, terrific grimaces and savage shouts of an onset, throwing so much of the excitement of reality into the exhibition as at times to make one almost apprehend that before we were aware of it, his spear might transfix one of us.

Impatient to visit one of their temples, I inquired of the interpreter where they were located. He pointed to a ruinous looking building in the immediate vicinity, not differing in its appearance from the common habitations around us.

He accounted to its present condition by telling us that within the past year, a war had been carried on against the Teiis, occupying the valley, by their neighbors the Hapas, in which the latter were victors and carried their spoils even to the temples, bearing away all the images and leaving the buildings in ruins.

No attempts have since been made to replace the idols or repair their former dwellings. To the same cause, it seems, is to be attributed the many appearances of neglect and decay in the district and the obvious poverty of the chiefs and people. Haape, as well as the whole valley, is in state of vassalage to Piaroro, the chieftain of the Hapas, here nominally as a guest but in reality as ruler.

My robes and scarf were the subjects of the highest attraction. They seemed to take the fancy of the crowd even more than the glitter and lace of my companions, and when my hands were discovered in a pair of black kid gloves stitched in white, I could scarce free myself from the throngs gathering around with wonder and delight. They appeared to think them a species of tattoo inseparable from the hand.

THAT THE TAIPIIS might have no reason for supposing us the friends only of the tribes at war with them, Captain Finch decided some days ago to remove *Vincennes* to their waters, to show them our perfect neutrality by holding similar intercourse and bestowing the same gifts on them that he had on the Teiis, Taioas and Hapas, and to exert his influence there also to bring the present hostilities to an amicable adjustment.

He told the chiefs on Saturday of his intentions and proposed to them to send a deputation of their principal personages by the ship to hold a conference under his protection with the rulers of that tribe, that if possible peace might be formed. To this they readily acceded; appointing the young prince Moana, and Te Ipu, a chief warrior from the Teiis and Taioas, and Piaroro from the Hapas.

Though there was no fear for the personal safety of the young prince in landing among the Taipiiis, still Haape, his guardian, made it a condition of his accompanying us, that he should go on shore only with the captain, lest he might be detained by his friends in a kind of honorable captivity.

All hands were called yesterday at four o'clock in the morning, and we cleared the harbor in a short time without difficulty. Our course for the six or eight miles intervening between Taiohae and Oomi being directly in the face of the trade wind, we were obliged to beat up and thus made two stretches into the midchannel between Nukuhiva and Uapou 25



or 30 miles south of it. The outline of Uapou is altogether the most romantic and is most singularly marked by two or three peaks in the center, one of which rises in the proportions of a spire, rising to a perfect point at least 1000 feet above the elevation of the general range.

**T**HE APPEARANCE OF OUR SHIP in the harbor was evidently regarded with suspicion. Few of the natives were to be seen and none except at a distance. We were not surprised at this, nor to learn that it was believed that we had come for war.

By established and universal usage at this group, any member of a tribe nearly related by blood or marriage to persons in another may, in times of war as well as peace, pass with impunity from the territories of one to those of another and be regarded as a friend. Acquainted with this fact, we had brought with us a native Tapii who had married a woman at Taiohae, and was living there.

Hoisting a white flag at the foremast head, we landed him on the rocks abreast of the ship as a messenger of peace. Morrison, the interpreter, was also dispatched in a boat to the beach to give assurance to the chief personages of our friendly intentions and to invite them to an interview with the captain.

These manifestations of good will soon brought a canoe or two alongside with cocoanuts for barter and in the course of an hour, many men and boys swam off and came on deck.

The rain poured in torrents for two or three hours in the afternoon, but ended in time for the chief and his assistants to come on board before the night. They were less imposing in their personal appearance than any of the higher classes we had seen; not much different from the most common of their fellows. There was no attempt at a display of costume or ornament, except a full wreath of red and white feathers, much soiled, in alternate bunches over the forehead and temples.

We were interested to discover that, upon seeing us approach, they believed that "like Pota (Porter) we were coming in war only."

It seems that the Hapas, after learning from the captain that he planned to visit the bay of Oomi for purposes of peace, had sent a messenger to the Taipis to spread the rumor that Porter's ship was

coming up to attack them by water while they and the Teiis were to fall upon them by land. Since then, they had been busily engaged in throwing up a breastwork of stone across the front of the valley as some kind of defense against our invasion.

After making known their fears to the captain, and expressing their joy at finding them groundless, they said: "Now all is right, you come in peace and have brought our king Moana with you. Our valley and all it contains is yours, and yourself and ship's company may land at any time in perfect safety and take whatever you please."

**C**APTAIN FINCH THEN FULLY EXPLAINED to them his views, in the manner he had already to the other chiefs, and urged on them the importance of following his advice instead of continuing to shed the blood of their fellows and of devastating each other's valleys.

At every sentence, they exclaimed with seeming great pleasure: "Motaki! Motaki! It is good; it is right!"

They added: "But you are the only chief that ever talked to us in this manner and gave us such advice. This is the first ship in which we were ever told that it is wrong to fight."

The captain told them that whatever others might have thought necessary, war was one of the greatest of evils. He pointed to the heavy guns of our batteries, to the muskets and cutlasses, battle-axes and boarding pikes of our well guarded ship and assured them that all this array was not designed to promote bloodshed and war, but to secure peace, both at home and abroad.

I was delighted with the intelligence and deep interest shown by them on the subject. The scene was of no ordinary character; a captain of a vessel of war in the cabin of his battleship, surrounded by chieftains and warriors stained with each other's blood, unfolding the miseries which attended violence and war, urging them to friendship and lasting peace, while they hung on his words with the delight of children listening to a new tale.

*People-to-people, down through the years, has been a collateral function of Navymen ashore and afloat, as well as a rewarding aspect of the Navy's role in preserving the peace.*

**RISING HIGH**—Sketch made during 1829 cruise shows how islands of Marquesas rise abruptly from sea.





# TAFFRAIL TALK

IN THE MAY ISSUE, you may recall, ALL HANDS published the winning entries in the 1961 All-Navy Cartoon Contest—a chuckling good group, we're sure you'll agree.

Later, we decided to run some of the more outstanding entries, which had just missed placing in one of the top ten spots, in several succeeding issues. No sooner had copies of the July issue reached our hands from the printer, however, than a goof was spotted. Armed with the evidence, we invaded the Layout Editor's lair and protested:

Lookit. In the May issue you ran the All-Navy Third Place cartoon by Peter A. Hansen, EN2, USN, on page 32, and the Fifth Honorable Mention cartoon by Neil H. Hansen, AC1, USN, on page 33, and you got them exactly right. Then in the July issue you ran a Neil Hansen contribution on page 48 with Peter Hansen's byline, and you ran one of Peter Hansen's drawings on page 52 with Neil Hansen's credit line attached. Can't you read?

It seemed like a completely valid complaint at the time, but when the Layout Editor's eyes glazed over, and his hand crept closer to a dangerously heavy paperweight, we deduced that perhaps he'd been staring at too many cartoons and cut-lines lately. At any rate, in view of his wretched attitude, we've decided to content ourselves with mentioning it to you Okay?

And so why did it take so long to get out the right word? We're human too—we just hate to admit our own mistakes.

★ ★ ★

RECORDS, WE'RE AWARE, are made to be broken—and, as a matter of fact, oftentimes turn out to be no records at all. And we've been bitten just often enough in the past to make us extremely careful of claiming a record for anyone or anything.

Now, however, comes word of an aerial accomplishment which has all the earmarks of a bona-fide record. It may have been duplicated in the past, but it has never been topped. And it may be tied again in the future—but if it is to be, prospective challengers had best get humping, for they've precious little time left.

We refer, of course, to the busy, busy day spent recently by LT William N. Straughan, USN, of the CIC School, NAS Glynco, Ga. Scarcely taking the time for a cup of joe between stints, the lieutenant, as a qualified-in-type pilot, flew all five of the major classes of naval aircraft—a ZPG-2 blimp; an SNB twin-engined light transport; a T2V-1 Sea Star jet; a UF-1 Albatross seaplane, and an HRS-1 helicopter.

LT Straughan, it develops, is one of only a bare handful of Navy pilots who have qualified in all classes of aircraft during the 50-year span of Naval Aviation. And until they hear to the contrary, Glynco observers feel he may well have become the first ever to fly them all in one day.

In the process of establishing what may have been a memorable "first" moreover, the versatile lieutenant was also participating in a "last," of sorts. His excursion in the ZPG-2 was one of the final scheduled sub hunts slated to be conducted with the blimps. With their decommissioning late this year will go the chances of other Navy pilots to equal LT Straughan's feat.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipments, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

## ALL HANDS

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The Bureau should be kept informed of changes in the number of copies required.

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• AT RIGHT: SHIP SHAPE—On board USS Nautilus SS(N) 571 Fred F. Knouse, MM2(SS), squeezes out last chin-up as part of Navy's physical fitness program while judge and score-keeper check his action.

Photo by J. J. Krawczyk, FTC(SS), USN.









**E for EXCELLENCE**



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

DECEMBER 1961





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1961 Nav-Pers-O NUMBER 539

VICE ADMIRAL W. R. SMEDBERG III, USN  
The Chief of Naval Personnel

REAR ADMIRAL A. S. HEYWARD, Jr., USN  
The Deputy Chief of Naval Personnel

CAPTAIN J. L. COUNIHAN, USN  
Assistant Chief for Morale Services

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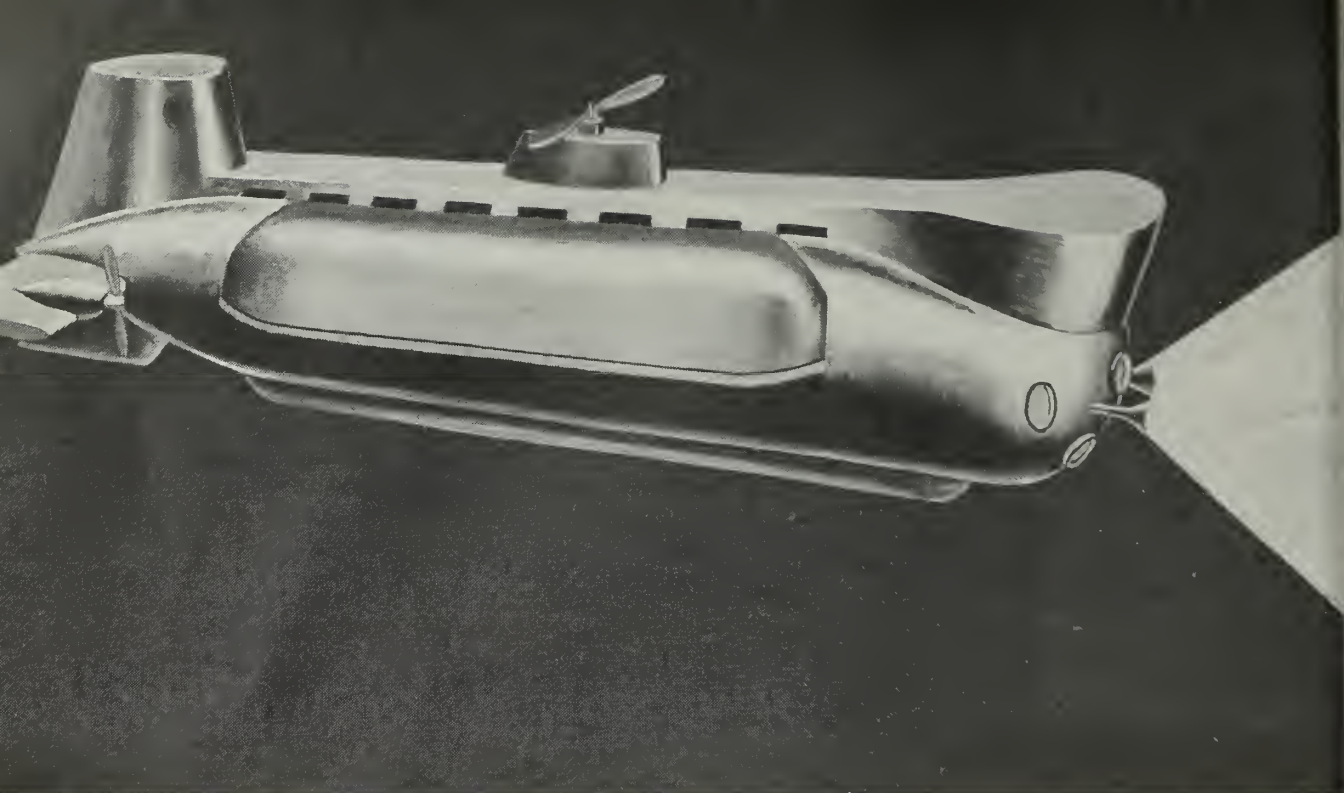
French Crawford Smith, Reserve

• **FRONT COVER: SEASON'S GREETINGS**—USS Barry (DD 933) sports a large wreath on bow anchor, as well as ornamented tree on deck and lights in the rigging, as her crew members go all out to wish everyone a Merry Christmas.

• **AT LEFT: WHITE CHRISTMAS?** — For those who might be dreaming of a holiday season with a blanket of white snow decorating the countryside, here is a photograph of Antarctica where there's plenty of frosting the year around.

Photo by F. Kazukaitis, PHC, USN.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo on page 63 by Keystone Press Agency, London, England



PREVIEW—Artist's conception shows first aluminum sub. It will be ready for operation in early 1963.

# ***Ships on the Drawing***

**T**EN YEARS AGO, nuclear powered submarines, *Forrestal* class carriers, guided missile cruisers and destroyers, *Polaris* missiles, and Fleet ballistic missile submarines were only plans for the future. Today they are operational.

Ships for tomorrow's Navy are on paper today. Some of them may sound weird and impossible to build, but let's remember, whoever thought a missile could be launched from a submerged submarine to hit a target 1500 miles away?

It might seem sometimes that some of the "way out" ships ideas are a waste of time. RADM Ralph K. James, usn, Chief of the Bureau of Ships, has said, however, that we must contemplate the future. "Otherwise," he commented, "we may become so engrossed with today's job that we are not prepared for the problems we will face five years, or even one year, hence."

The Bureau of Ships is responsible for the design, construction, and maintenance of the Navy's ships. Their success is measured by the ability of these ships to maintain naval supremacy and deter war. Ships have increased both in number

and capabilities over the years. But, so have the requirements placed upon them. One such requirement is the increased speed needed by our surface ships to outmaneuver the modern, high-speed submarine.

The speed of conventional type ships is limited. A new type of ship that may provide this extra speed, however, is the hydrofoil craft. The hull of a hydrofoil craft lifts clear of the water and is supported on struts. These struts are attached to wing-

**NEW HORIZONS**—Many new ideas for ships of tomorrow's Navy are being developed on paper today.



like hydrofoils just below the surface of the water.

In addition to the speed advantage, the hydrofoil craft can operate in waves or swells which would slow down a conventional ship of comparable displacement. Furthermore, the hydrofoil craft may, if desirable, operate for extended periods on the surface just like a conventional ship.

Based upon a 12-year research program and the rather impressive performance of a five-ton test craft, *Sea Legs*, a submarine chaser hydrofoil (PCH) is now under construction. The PCH will conduct anti-submarine patrols in harbors, harbor approaches and coastal waters. When delivered in late 1962, it will be the first operational military hydrofoil craft designed by and built for the United States Navy. The PCH will be 117 feet long, displace 110 tons and attain speeds over 40 knots. An electronic autopilot will control the height of the craft above the surface of the water.

Later, a 250-300 ton hydrofoil research ship, designated AGEH, may be built. This ship will be capable of speeds of 40 or 50 knots, and



later, the foils may be redesigned to enable her to make speeds of 80 to 90 knots. The AGEH will demonstrate the open ocean capability of large hydrofoil craft at both moderate and high speeds, and it will, along with the PCH, provide further information about the military applications of the hydrofoil concept.

This concept is not perfect. Additional research and development in the following areas is currently being done:

- The phenomena of supercavitation (which could permit hydrofoil speeds of 80-90 knots). A 15-ton supercavitating test craft may be built to test this theory.

- Better design techniques for hydrofoils and more suitable materials.

- The application of the hydrofoil in a military role.

In addition to the hydrofoil program, the air cushion vehicle or Ground Effect Machine concept is

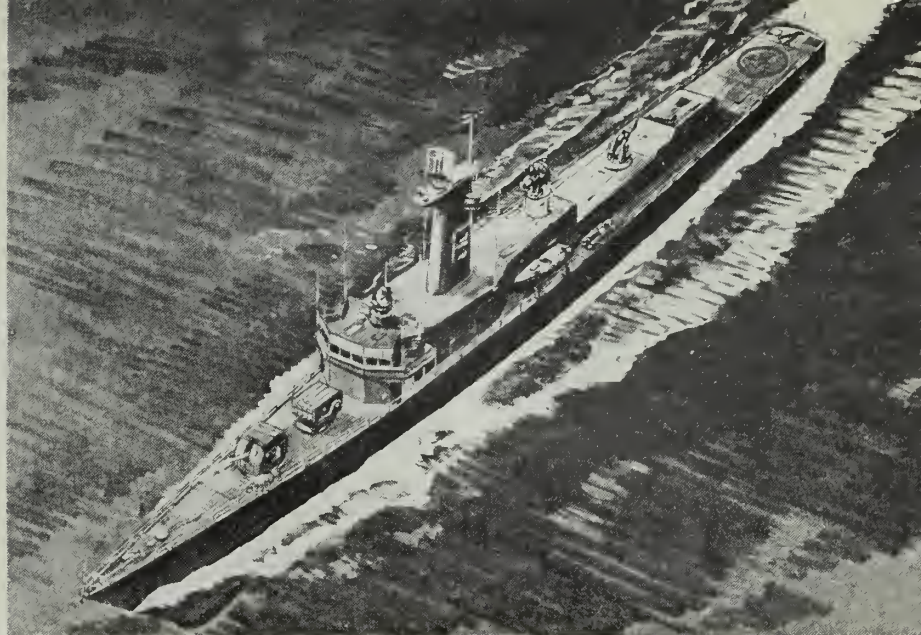
# Boards

also being exploited. These craft are called hydroskimmers because they actually skim or float over the water on a cushion of air. The hydroskimmer never touches the ground or water except when at rest. In this way it avoids the friction of the water.

This craft is capable of high speed (about 100 knots). It can also carry a large load when compared to helicopters and, with its ability to operate just above the surface, its area of operation is great. The hydroskimmer may be useful as a landing craft, high-speed patrol boat, or a mine countermeasures craft. Larger skimmers may be used in the ASW field.

As with hydrofoils, several test craft (varying in weight from 2000 to 4500 pounds) have been built and tested. A contract for the design and construction of a 20-ton hydroskimmer is expected to be awarded this fall. Ultimately, skimmers will displace several hundred tons.

Both the hydrofoils and skimmers are planned for the near-future. A small group of men in the Navy's Bureau of Ships, however, devotes its time to more advanced concepts



**NEW ARMS**—Guided Missile Escort ships will carry modified *Tartars*.

of ships for the far future.

All types of ships are scrutinized by these experts. Many times they start with the fundamental roles and missions of the Navy and try to evolve ships that can fulfill these roles in the future Navy. Other times they attack from another angle. They design a ship first and then try to see what sort of operational requirement it can fulfill. This double-barrel approach has resulted in many ship configurations quite different from those which cruise the oceans today.

These studies have included ships that operate above the surface of the waves, on the ocean floor, and at all intermediate levels. They have

resulted in such new designs as:

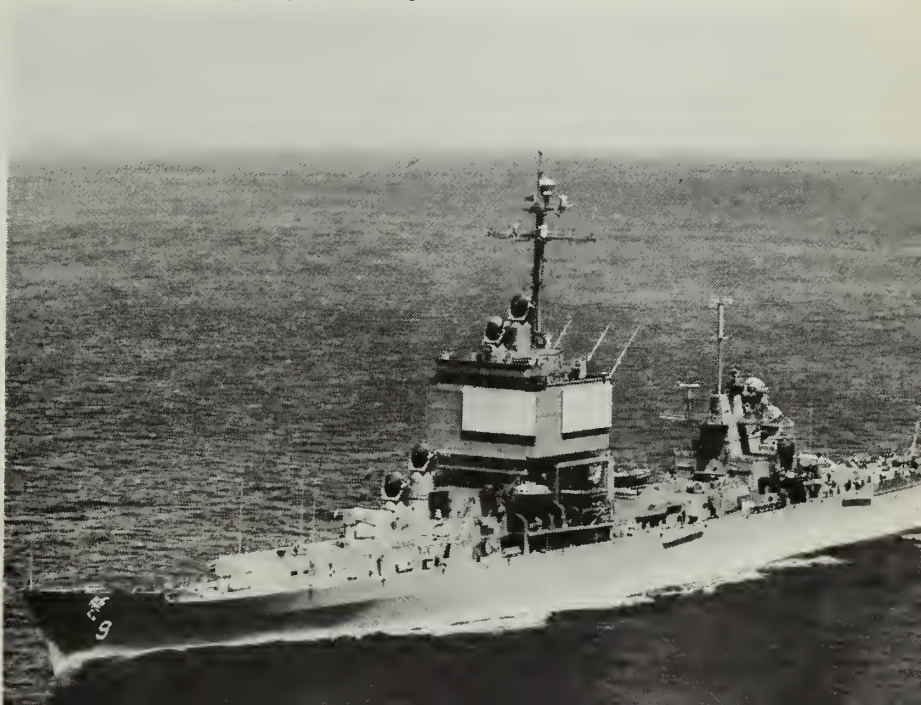
- Hydroskimmer landing craft which would debark from a mother ship and land troops and equipment well up on or behind the beach.

- Several novel types of antisubmarine ships, some of which have had drafts of as much as 160 feet in order to get a sonar transducer down deep into the ocean.

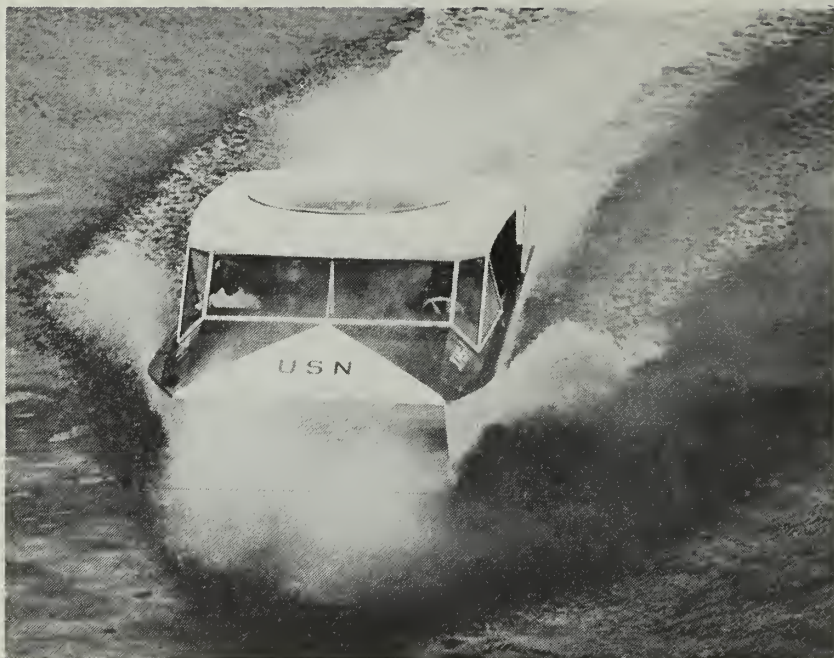
- Several submersible type ships, including a submersible aircraft carrier.

- Amphibious type ships which, although capable of beaching like LSTs, could also make their approach to the beach in a submerged condition and thus escape detection.

**DREAM JOB**—Designing USS Long Beach (CGN 9) took imagination.







**FAR OUT**—Many ideas might seem too weird to be practical at first, but ones like hydroskimmer shown here are now being developed.

• Submarine type ships that range from tankers to research vessels approaching the bathyscaph in concept.

Long range contemplation is valuable, but equipping ships already on the drawing boards is also important. The most advanced, yet practical, concepts must be installed in the new ships and in the already operational ships of the Navy.

Speaking of aircraft carriers, RADM James says, "In the immediate future you will not detect signi-

ficant differences in the external appearance of our carriers." They will remain about the size of the *Forrestal* class, but will have numerous features not found in existing ships. These will include an automatic landing system which will permit pilots to make all-weather instrument landings, and improved radar which will greatly increase the search range beyond that of previous ships. Devices to handle ammunition have also been made to keep pace with both time requirements and

the complexity of the weapons handled. Medium range missile systems will also be installed aboard our carriers.

From the destroyers, there have evolved two modern types, the guided missile destroyer and the guided missile frigate. The mission of these ships requires a sophisticated electronics installation, plus an anti-aircraft, antisubmarine and anti-surface capability.

To make room for guns, missiles, ASW weapons, electronic gear and increased personnel, frigates have now become comparable in size to some World War II cruisers. In a specific area, sonar for example, the dome which has been designed into the hull of these new types is considerably larger than a 40-foot utility boat. If the present trend continues, the destroyer type of the future will be a minimum, all-purpose ship of about 5000 tons displacement.

Future destroyer escorts are designed to locate and destroy enemy submarines and will have significant improvements over their predecessors. They will carry the integral bow-mounted, long range sonar, drone antisubmarine helicopters (DASH), antisubmarine rocket launchers (ASROC), and antisubmarine torpedo launchers. Again, the new DDEs will grow larger, maybe to about the size of World War II destroyers.

The amphibious transport dock, or LPD, is a new style amphibious ship. It will carry a balanced load of Marines and their equipment, plus helicopters and boats required for an amphibious operation. The LPD combines the functions of (and will eventually replace) the attack transport and the attack cargo ships. The advantage of the LPD is that the troops and their equipment are not separated, and the loss of any one ship would not upset the balance of men and equipment. The LPD looks like a dock landing ship with a covered well.

The support ship of the future will be the AOE or fast combat support ship. She will be versatile in that her cargo will be black oil, aviation fuel, diesel oil, conventional ammunition, Fleet missiles (up to and including *Talos*) selected underwater ordnance, special weapons and/or provisions and Fleet freight for selective issue. The AOE is larger than some World War II

**ANOTHER NEW ONE**—AFS, Combat Stores Ship, carrying a variety of items and cargo copters will eventually replace AF, AKS and AVS.



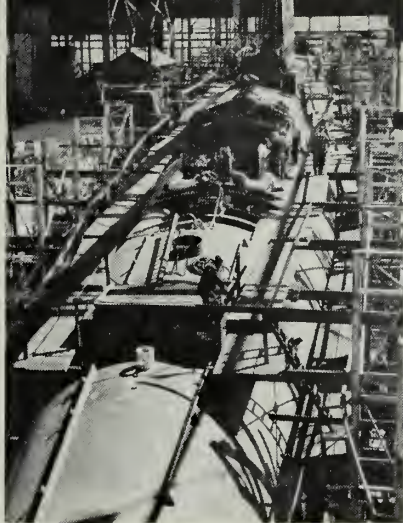


battleships, yet will have sufficient speed to operate as part of a fast task force. The replenishment system used by this ship will include two cargo helicopters.

Versatility is also demonstrated by the Combat Store Ship, AFS, which, like the AOE, will carry a variety of items. This ship will eventually replace the present store ship (AF), general store issue ship (AKS) and aviation supply ship (AVS).

Oceanographic research will be given a boost when the AGOR, an oceanographic research ship, is completed. This ship will conduct research that will be particularly useful in antisubmarine warfare. It will be capable of very quiet operation and will have especially good sea-keeping and handling qualities at slow speed. The first new construction surveying ship built by the Navy, the AGS, will be essentially the same as the AGOR, except that certain spaces have been adapted for hydrographic surveys.

Perhaps the most noteworthy advances in recent years have been in the design of submarines. The *Thresher* class, for example, is designed primarily to destroy enemy submarines, but will also be effective against surface ships. The bow of this submarine is especially designed for the long range sonar which it



**HERE NOW**—A while back atomic submarines seemed an impossible idea but they are here today.

houses, and the torpedo tubes have been moved aft of the favored position in the bow and are set at an angle to the centerline. In addition it can cruise submerged for long periods of time.

The Fleet ballistic missile submarine, armed with 16 *Polaris* missiles, is a particularly effective part of the national retaliatory-deterrent force. In addition to *Polaris*, these submarines will also carry torpedoes for use against submarines or surface ships. In the future, additional habitability features will be installed to increase crew endurance.

Another indication of the future submarine can be seen in the AGSS or experimental deep-diving submarine which was included in the 1961 shipbuilding program. This small vehicle should lead to the development of larger, deeper diving, combatant submarines. The AGSS will be used for advanced weapons evaluation, acoustic and oceanographic research. When not engaged in this primary mission, it will be used by the operating forces as a medium speed, deep-depth weapon impact target for training purposes.

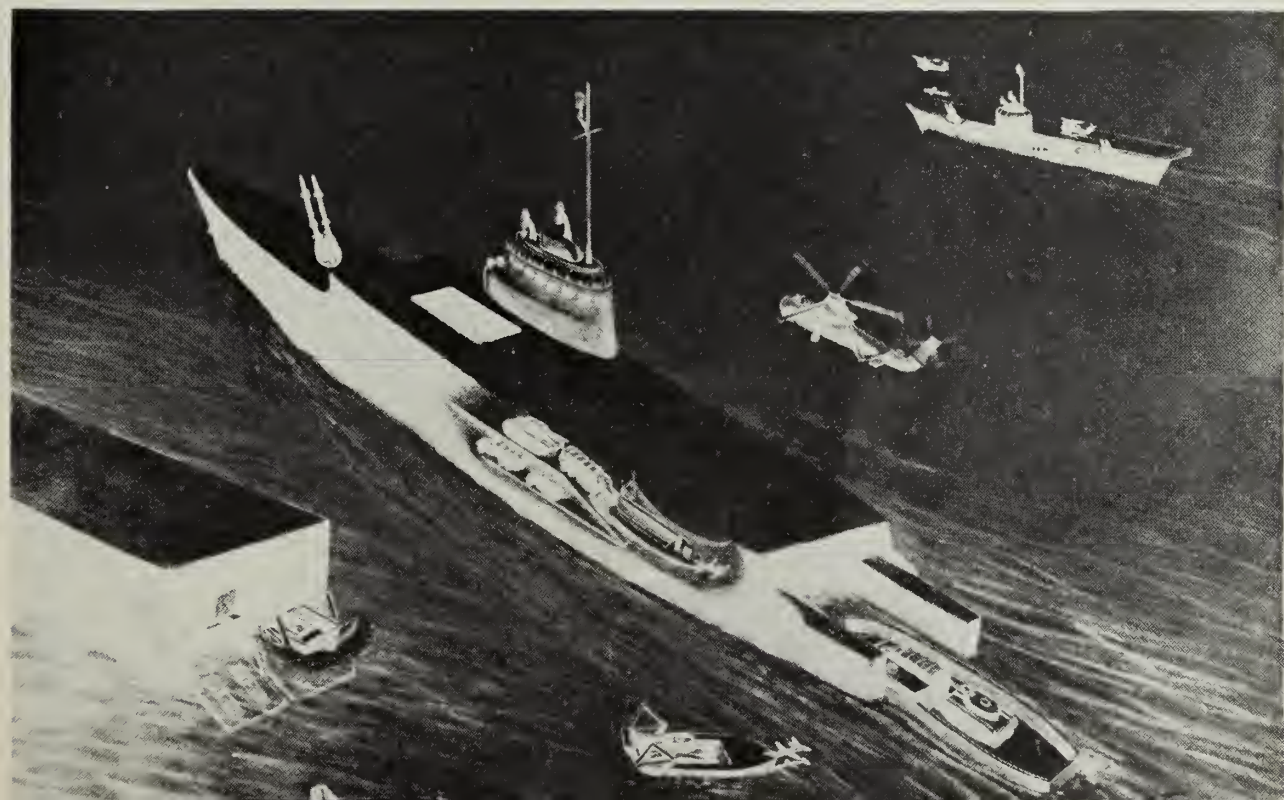
When speaking about future ships, RADM James says, "We, in the Bureau of Ships, are very aware of our obligations to probe into the future, and design the ships which will serve tomorrow as well as today.

"Our free thinking, unrestrained advanced concepts groups go to the edge of — and sometimes beyond — reality. We develop those ideas that are technically feasible for military application, and finally, we inject into the new designs as many concepts as practicable to enhance capability.

"A forward looking attitude is mandatory to the continued success of the U. S. Navy in fulfilling its mission."

— Erwin Sharp, JOC, USN.

**COULD BE**—Drawing of Navy ships looks fantastic today, but it could look very real in the future Navy.







# Fathers of Invention and

**I**F YOU CAN but build a better mousetrap, the world will . . . no, on second thought, forget the mousetrap — that field has gotten fairly crowded over the years. If you can come up with almost any other good, and workable idea, however, you'll find that the Navy, and quite possibly civilian industry too, will be very interested. It just might pay off in cold cash as well.

Not so long ago a chief electronics technician serving on board an advance base ship in the Pacific dreamed up an elaborate electronics application trainer which may well revolutionize the training of Navy-men in the basic laws of electricity. He forwarded his plans to Washington, and BuPers liked his idea so much it sent the chief special orders to the ET School at USNTC Great Lakes. There he's building pilot models of his brain child — and if the Navy decides to adopt the trainer for Navy-wide use, those models will be sent to private contractors for production.

An engineman second class attached to LORAC Support Team Seven, meanwhile, raided the scrap heap and developed a crude but effective portable fuel injector tester which is saving substantial amounts of time and money for his outfit. His imaginative combination of such surplus and surveyed odds and ends as a length of pipe, an empty coffee tin, a hunk of brass, assorted copper

and rubber tubing, a spare pressure gage and a small pump solved a nagging problem for his command, and earned him an official commendation from Commander Western Sea Frontier.

**A**T FIRST GLANCE the above-mentioned examples may not appear to have a great deal in common. They do, though, in this respect — they're just two recent examples of the hundreds of Navy-men who have, over the years, combined native intelligence, a lively imagination and a flair for cumshaw to join the ranks of American inventors.

In the majority of cases, as with the EN2 mentioned earlier, these are fairly small-scale inventions or adaptations designed to fill a specific need at a specific location, and often have little or no Navy-wide or commercial possibilities. Occasionally, however, a sea-going tinkerer will come up with a real humdinger — an idea or innovation which can, and sometimes does wind up as a Navy standard stock item. When this happens, the Navy is naturally interested in obtaining "shop rights" (free use) of the article in question. It is just as interested, moreover, in insuring that the inventor's rights — be he seaman apprentice, vice admiral or civilian employee — are protected, and in aiding him in securing a patent on his invention if he so desires. It does this through the

efforts of the Navy Patent Organization, a branch of the Office of Naval Research.

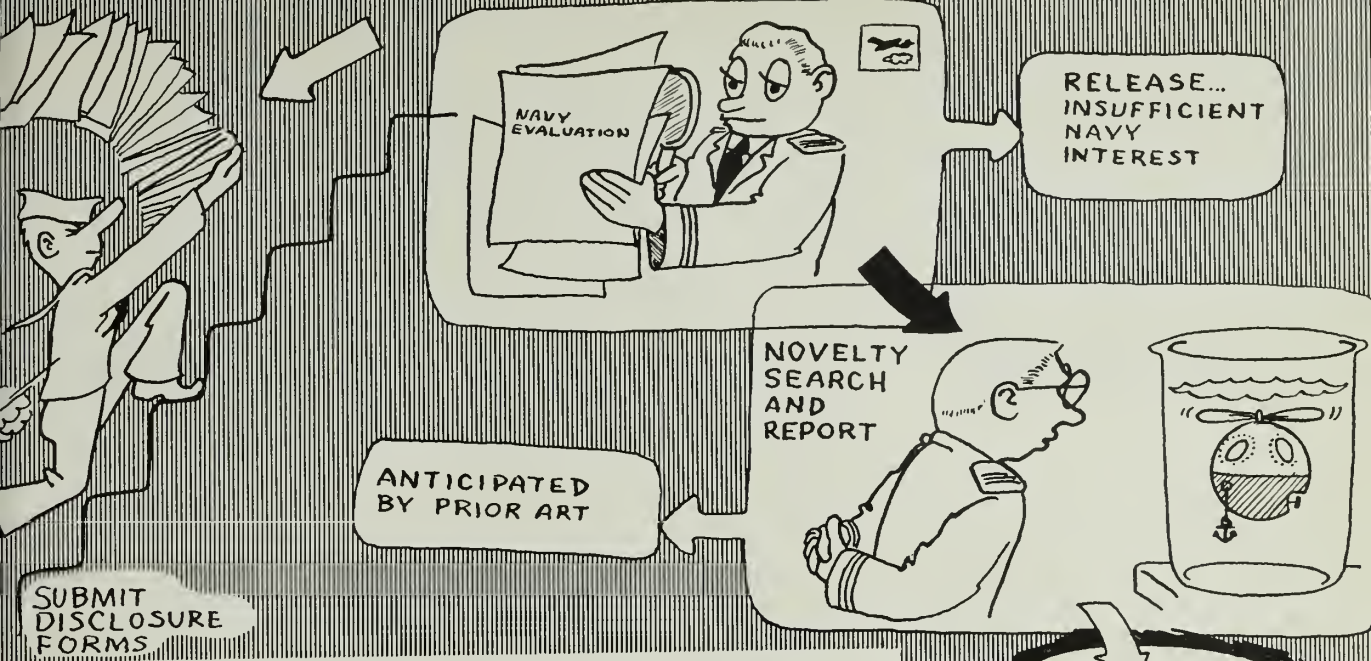
**Y**OU MAY NOT BE aware of it, but the government stands in exactly the same position as you or any other citizen with respect to the right to use inventions and patents. In the case of a government employee — and you are a government employee — the Navy may obtain total rights to your invention; a right to a free license to your invention, or have no rights to your invention whatsoever, depending upon your status at the time your invention was invented.

In general, your status would be in one of these three categories:

- The invention was directly related to your duties, and you had been, in effect, hired to invent. For example, if you were an engineer or scientist, employed in a test or development section, and if you invented your thing-a-ma-bob during working hours using Navy time, money and materials. In this event, the government would be entitled to, and would obtain, total rights to the invention.

- Your invention was not a by-product of your official duties, but was developed using Navy time, money and materials. In this case, you would be required to give the government a royalty-free license (shop rights) to the use of your





# their Brain Children

invention, but you would retain all commercial rights.

• If you do not fall into either of the above two categories, and you are not in a position to influence use of your invention, the government is not entitled to any rights, and you may of your own free will either license the government to use it, or sue for unlicensed use.

If the government is not entitled to any rights in your invention, but the Navy believes it to be of sufficient value, the Navy will prepare and prosecute a patent application to obtain a patent in your name, at no cost to you, in exchange for a royalty free license.

All of this is spelled out in Executive Order 10096, a presidential manifesto which establishes the rights of both the government and government employees in this field. Making determinations with due respect for the rights of both the Navy and its employees within the framework of Executive Order 10096 is just one of the functions of the Navy Patent Organization.

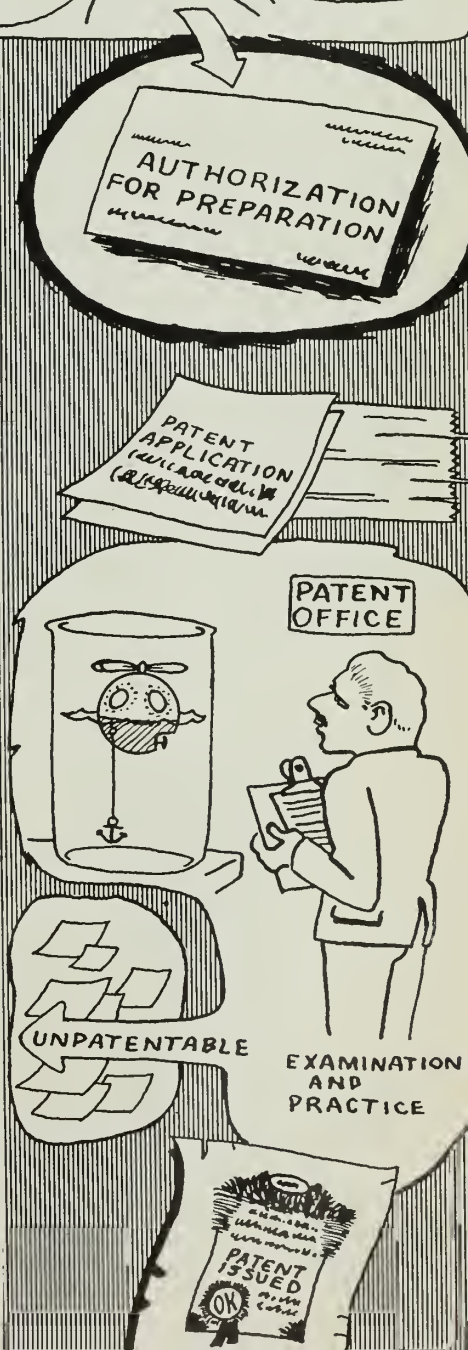
**T**HE NAVY HAS long been concerned with inventions and patent problems. However, it was not until 1947 that the tremendous increase in research and technology, occasioned by World War II and the cold war then just beginning, prompted the Navy to consolidate all of its patent functions under

ONR, which established the post of Assistant Chief for Patents and Patent Counsel for the Navy that year.

In its present form, the NPO (not to be confused with the Navy Purchasing Office) consists of the Assistant Chief, a Deputy and Patent Administrator, an Assistant Patent Administrator, and three operating field divisions. The field divisions serve ONR, and the technical bureaus of the Navy, the Bureau of Weapons and the Bureau of Ships. NPO patent attorneys are stationed at numerous field branch offices — San Francisco, Pasadena, China Lake, Chicago, Boston, New York and Philadelphia, to mention just a few of them — thus putting the services and advice of the NPO within the reach of just about everyone.

Through the medium of this far-flung organization, the NPO coordinates all activities within or on behalf of the Department of the Navy relating to patents, inventions, trademarks, copyrights, royalty payments and other matters of concern to the research, development and procurement activities of the Navy; obtains and analyzes invention disclosures; makes patentability searches; prepares and prosecutes patent applications; and obtains patents on inventions of importance to the Navy.

That's by no means the limit of the list of NPO's activities, but it's at least a bite-size chunk of work



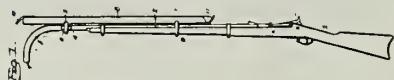
for any organization, and it gives you a general idea of the scope. The key words for most of us, as individual Navymen, are "inventions of importance to the Navy." More than 2000 inventions are submitted



to NPO every year. Because of staff and money limitations, this is four times as many as can be successfully prosecuted through to the ultimate award of a patent. Obviously the people at NPO can't waste time and money on every Rube Goldberg-like weirdie submitted to them for consideration (and there have been some dillies over the years). Forced to be selective, NPO applies a simple, but logical, yardstick. How important does the new invention figure to be, and how much might it wind up costing the Navy if the Navy does not obtain free usage of it?

Let's suppose, for a moment, that you, John Doe Navyman, have come up with a real gee whizz of a whatchamacallit. Like any new father, you're mighty proud of your baby. You not only want to tell a waiting world about it, but you want to get it all down on paper — legal-like — that it's yours, all yours.

**Y**OUR FIRST STEP, then, would be to obtain (from your ship or station personnel office) and fill out two mighty important documents — NavExos 2375 (Rev. 1-47) entitled "Disclosure of Invention," which could be compared to a birth announcement, and NavExos 2374 (4-51), or "Record of Invention," which corresponds, roughly, to a birth certificate. On the Disclosure of Invention form, for instance, you indicate to the Navy Patent Organization the general purpose of your invention; old methods, if any, of performing the function of your invention; disadvantages of the old method; the construction of your invention, showing any changes, additions and improvements over the old method; details of its operation; its advantages; alternate methods of

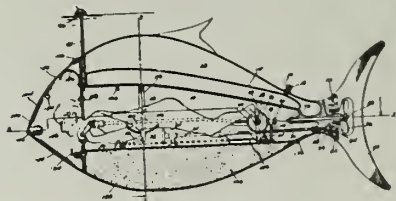


construction, if any; and all features which you believe to be new.

The Record of Invention form contains, among other things, space to list a descriptive title of your invention; a list of any drawings, sketches and/or photos you may have of it; the date and place your invention was conceived; the date and place the first drawing, sketch or photo was made; and the names, titles and addresses of any persons to whom you may have disclosed your invention or idea, along with the dates of those disclosures. This could become very important for the purpose of proving a prior claim, should some other person submit an invention exactly the same as yours.

You would fill out these forms, of course, and submit them to the NPO, only if you wanted to seek a patent on your creation through the good offices of that organization, and, in return, were willing to grant the Navy free use of it. If you invented on your own time, as we've already mentioned, you could, if you chose, seek a patent entirely on your own through a civilian patent attorney, and force the Navy to pay for the use of your product the same as anyone else. A little later we'll point out why that might not be the smartest course for you to take.

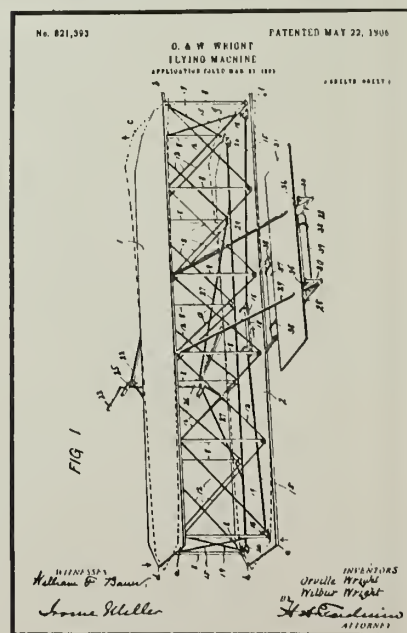
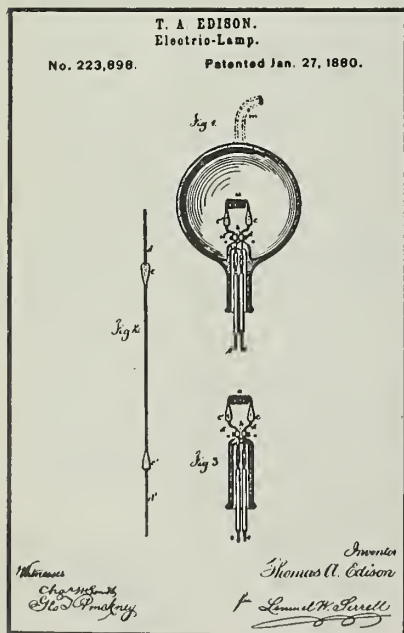
Again, you may well feel — as hundreds of other sailor-inventors have in the past — that as a Navyman, the products of your brainpower and general handyandyness should rightfully belong to the Navy.



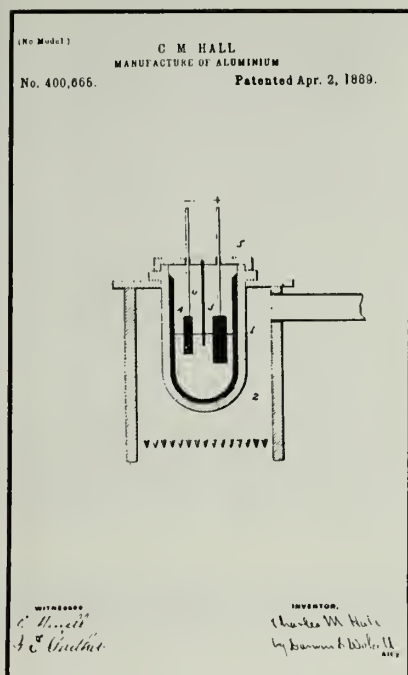
You may, in other words, not be interested in obtaining a patent for yourself, but only in insuring that the Navy will get free use of your invention. In most cases, if you felt thusly, about your only tangible rewards would be the plaudits of your shipmates and, probably, an official commendation in your service record — not such an intangible at that, when you consider how much weight selection boards for E-8 and E-9, LDO, etc., place on such items.

If you decide, as most salt-water Tom Edisons do, to let NPO handle matters for you, bundle up your completed Disclosure of Invention and Record of Invention forms and bung them in to that organization ASAP. There they'll receive a careful screening, and a rating sheet will be prepared on your invention.

Then, dependent entirely on how high your do-jigger scores in the "importance to the Navy" and "potential cost to the Navy if a royalty free license were not obtained" cate-







be sufficient to justify such an outlay.

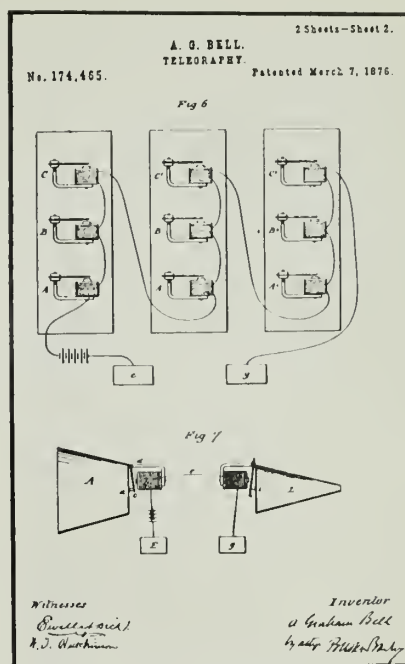
There's another point to keep in mind, too. At this stage of the world's development, there are a powerful lot of things which have already been invented. While you may be extremely proud of your baby, and feel that there's nothing quite like it, you could get fooled — and, after running up a sizable legal bill, you might discover to your sorrow that you've come in second, and that your idea's not patentable after all.

All of these are just some more good reasons why it would normally be wise for the individual Navyman (who is not, usually, one of the country's wealthier citizens) to deal with the Navy Patent Organization for this is an outfit which has only the Navy's, and your own axe to grind.

Too, even if your invention should have no Navy-wide or commercial possibilities, it may still be used to advantage within your command or local area. By all means, see to it that your division officer and CO hear about it, and are given the chance to evaluate its potential applications.

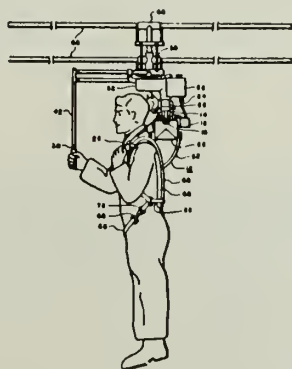
There's another type of thinking Navyman within this particular field too — and the NPO is equally interested in him.

He's the chap — maybe someone like you — who gets ideas on how to make a machine work a little bit better or a job go a little bit smoother or faster. If, for example, you were a boatswain's mate or deck seaman who, in the course of your duties figured out some shortcut or gimmick which would simplify, speed up, and provide increased safety for the refueling-at-sea procedure, the Navy, and NPO, would like to hear about it. It would not, in most cases, rate as an invention as such. Maybe it's just a glimmering of a small adaptation, a slight change, a different way of doing something. Whatever it is (and through channels, of course) get your ideas and suggestions into the NPO swim of things. They'll be appreciated.



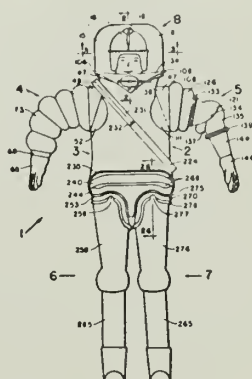
gories, NPO will either start the ball rolling toward obtaining a patent for you, or will return your application to you, along with a letter informing you that the potential savings to the Navy do not justify the amount of time and money it would take to secure a patent.

Should this happen, there are, of course, alternatives open to you. If you're still determined to get your idea patented, there are any number of good civilian patent attorneys who would be more than happy to get your business. A word of caution would be appropriate here.



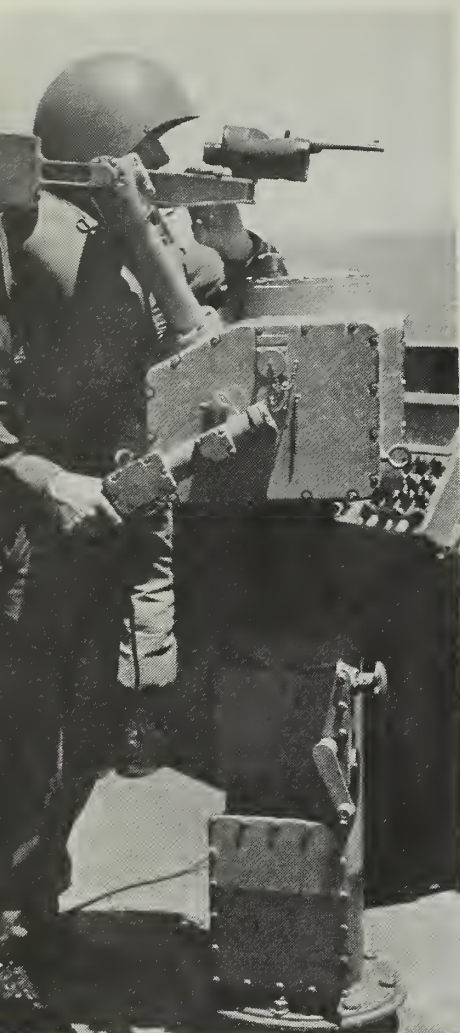
**P**ATENT SEARCHES can become lengthy and involved procedures — and expensive ones too. Attorney's fees alone can, and frequently do, run as high as \$1000 or more. It would be wise, then, to consider whether your potential royalties will

as: A new type of high-speed dental drill, co-invented by a chief hospital corpsman, in which many of the country's dentists have already expressed a more-than-passing interest, and which bids fair to make the doodling doc a bit of loot; a takeoff air-speed computer devised by a Marine aviator which stands a good chance of eventually being adopted for use by U. S. airlines; and an ingeniously simple boat safety catch, the production of a BM3 based on board a Submarine Rescue vessel, which just may wind up installed aboard a good share of the world's commercial shipping vessels.

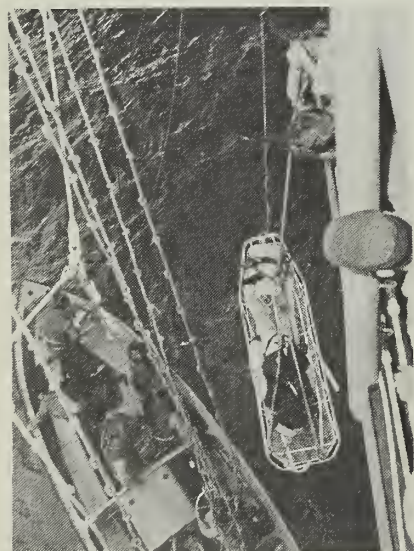


Obviously, whether you fly a plane, man a shore billet in the middle of the wheat belt, or spend most of your time far at sea, the market for good ideas is in as good a shape as it ever was.

— Jerry McConnell, JO1, USN.



PEERING through binoculars, lookout searches for 'attacking' aircraft during an air defense drill.



OSCAR, the sea-going dummy, is returned aboard after being rescued during man overboard drill.



TEAMS fight fire and record 'hot spots' after simulated atomic burst.



## BATTLE TRAINING

**U**SS SARATOGA (CVA 60) arrived at Guantanamo Bay to begin six weeks of grueling, exhaustive drills designed to test her battle readiness under simulated wartime conditions.

The drills covered both conventional and atomic warfare. The problems of defense from the latter are tough. There is an element of the unknown. The ABCs of warfare assume a further dimension—Atomic Biological and Chemical. Each one presents a different kind of problem. The possibility of all three of these methods being used at the same time more than triples the job of training. *Saratoga's* goal: tackle the problem and prove herself a capable deterrent.

The training and testing was administered by the Fleet Training Group at Guantanamo Bay. Their

job was not simply to investigate, but also to train and correct. Their procedure was simple but effective—lectures, demonstrations, and drills, drills and more drills. If the old adage "practice makes perfect" is true, *Saratoga* is prepared..

The entire period can be divided into two general types of training: damage control, and defensive warfare.

From fires and flooding to radiation, all damage must be either repaired or isolated, so that the ship may continue to operate.

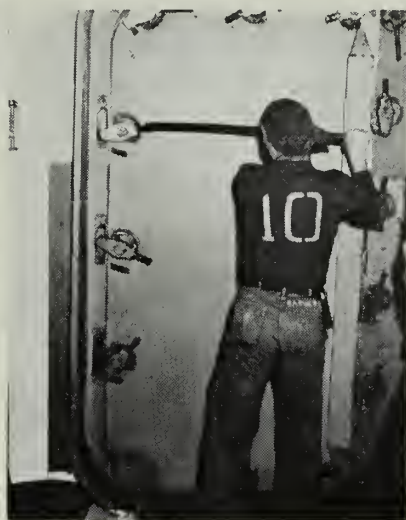
Defensive warfare, for the protection of both the ship and the task force (with which it is operating) begins with detection of an attack and includes every possible attempt to intercept and destroy the enemy.

At the sound of the boatswain's

CORPSMEN give on-the-spot first aid to 'casualties' before removing them to nearest battle dressing station during simulated enemy attack.







WATERTIGHT door is closed in setting of material condition 'Zebra'.

## EST FOR SARA

pipe and the words "THIS IS A DRILL . . . THIS IS A DRILL . . . MAN YOUR BATTLE STATIONS" each and every man hurries to his battle station or repair party. Ready rooms buzz with briefings in preparation for a possible launch. Radarmen watch and wait for the "enemy". Gun mounts are manned and ready for action. All repair parties are manned, and material condition Zebra is set . . . the ship is buttoned up in readiness for an attack.

From rocket hits which cause fires and dangerous holes in the ship's structure, to underwater atomic bursts, the Training Group rushes *Saratoga* into every possible type of simulated destruction.

Seemingly unending, day after day, the drills continue. For every man in the crew this is a time of

hard work and complete dedication. Finally, *Saratoga* is given her ORI—Operational Readiness Inspection.

The Fleet Training Group launches a simulated attack with enough destructive power to destroy an entire fleet. Action prevails. From bow to stern all hands battle the enemy . . . the ghost. The Training Group watches and takes notes, grades the ship for its speed, efficiency and thoroughness.

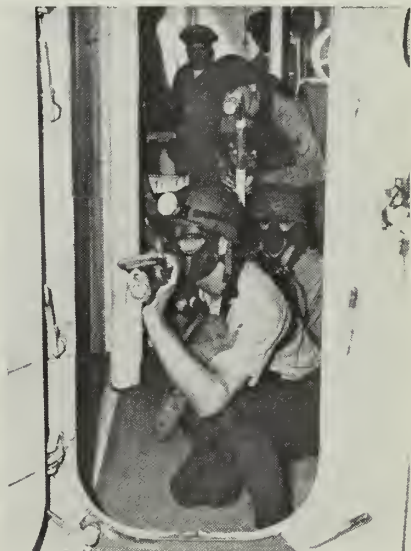
At the end of this examination the crew awaits the grade. The result is announced by the skipper, Captain Roger W. Mehle, USN: "*Saratoga* has done a highly commendable job. To each of you . . . Well Done."

A proud ship returned to her home port of Mayport, Florida, for a well-earned rest and the Fleet Training Group takes on its next ship.

ALL HANDS hit deck and cover their faces to lessen possibility of injury from shock wave created by simulated underwater atomic blast.



TOPSIDE lookout uses his vantage and binoculars to spot and identify aircraft ship approaching.



NOZZLEMAN leads hose team into a compartment to fight simulated fire during shipboard drill.



# The Fleet Gets Plenty of

UNITAS, SHARP EDGE, SMOKE SCREEN, GRAY FOX, CHECKMATE. All unusual names. All bearing a suggestion of urgency. On the other hand, they could be names chanted into a microphone by the late Clem McCarthy on Derby Day.

These names, however, are not those of horses at the Churchill Downs starting gate, but a few of the many training exercises in which Navy units engage, in all corners of the world, covering every phase of naval operations.

The exotic nicknames are given by SecNav's office in order to provide an easy reference to each exercise. More often than not, there is an obvious connection between the names and the nature of the operation. Others have less obvious connections.

The Navy is much like the human body. If it isn't exercised, it will be unable to do its job at peak efficiency. The Navy's job is primarily

to maintain freedom of the seas for the United States. It is also an instrument for carrying out the naval obligations of the United States to its friends and allies.

This is a big order. The Navy has performed its function in two world wars and the Korean conflict during the first half of the 20th Century. In the first decade of the century's last half, the alarms and crises that plagued the first half of our century continue. Whatever is in store, the Navy must be prepared to meet it.

How does the Navy keep itself in shape? Obviously, it can't indulge in constant warfare, as the ancients did, just for the fun of it. Today, warfare must be simulated in peacetime for training purposes.

THESE ERSATZ BATTLES are called by various names. The newspapers often refer to them as war games. The Navy gives them the designations of exercises or operations.

There is no real difference between exercises and operations. The term operation is often used to describe a particularly large training exercise, or a continuing and more or less permanent action, such as Operation Deep Freeze. However, by and large, the terms are used interchangeably when applied to training.

A naval exercise can consist of any number of people, from two men practicing landing on a "hostile" shore from a submarine to 40,000 men engaged in an exercise such as *Pony Express*, in which the entire Seventh Fleet took part together with United States Army and Air Force units and SEATO forces.

*Pony Express* is an example of a complicated international exercise which required the cooperation of the Navy's sister services in addition to the participation of the navies of member countries of the Southeast Asia Treaty Organization.

**KEEPING READY**—Sixth Fleet destroyers and cruisers maneuver at close quarters during exercises in Med.





# Exercise

The premise on which *Pony Express* was held was that one of the SEATO nations had been attacked. In order to defend the attacked member, it was necessary to put 6000 troops ashore.

Support was furnished by the Royal Australian and New Zealand Navies, the Royal Navy and the United States Seventh Fleet. The amphibious operations, in addition to the troops put ashore, included 60 ships and 20,000 naval personnel.

**T**O MAKE THE EXERCISE successful, a good deal of highly concerted effort and coordination was necessary. Men sweated through the hot, humid weather and practiced jungle warfare under conditions that were sometimes pretty miserable, but they learned a lot about the conduct of jungle warfare that they could not have learned in any other manner short of actual war.

If the readiness of Fleet units needs to be improved or if there is a need to develop tactics, doctrine or procedure, there is a need for an exercise.

Many times, planning has to be developed with the armed forces of other countries. NATO, CENTO and SEATO armed forces all share a mutual threat. They unite their strength in order to meet that threat in case a shooting war develops. Much the same situation applies to other friendly nations in the Eastern and Western hemispheres who are not members of the treaty organizations.

A situation must be developed. For example, in the case of *Pony Express*, a SEATO nation theoretically had been attacked. Intelligence services must be invoked in order to create a situation that would be enough like a real attack to be of value in training naval, air and ground forces.

When an exercise is undertaken, logistics planning must coincide (in the proper scale, of course) with the war situation which the exercise simulates. Equipment must be available for a wartime situation. Ships must have provisions for fueling and taking on supplies. Sometimes the situation is such that much of the problem of supply can be solved by



**MESSAGE MEN**—Signalmen keep skills shipshape during operations.

the countries which the ships visit. This is the case in *Exercise Unitas II*.

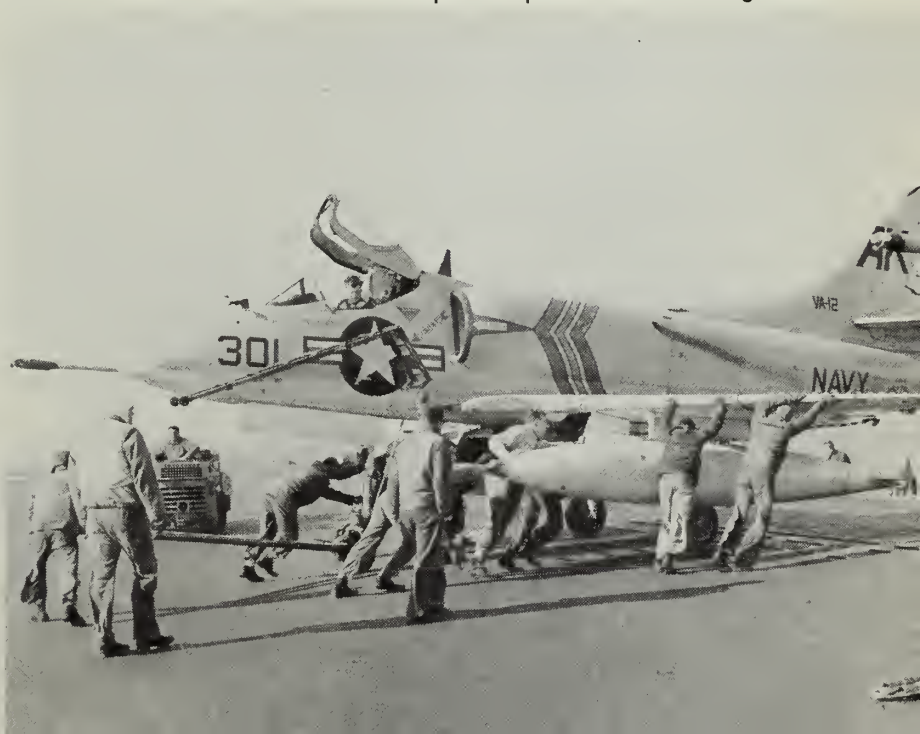
*Unitas II* is now drawing to a close. It is the largest combined naval training exercise ever attempted in South American waters.

It began in August, when the participating units of the United States

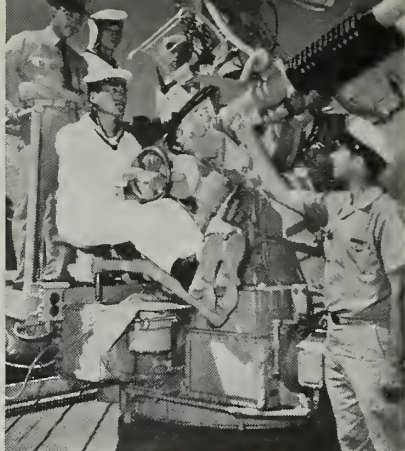
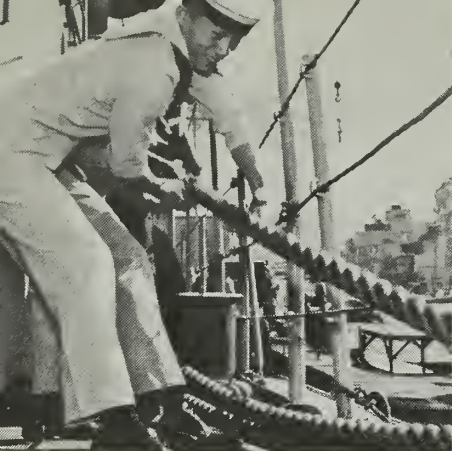
Atlantic Fleet left their ports for South America, and is now in its fourth phase. It will end in December, when the ships again return to the United States.

**U**NITAS IS PRIMARILY an ASW exercise. It employs a group of

**OFF WE GO**—Plane handlers move jet into place for launching at sea.







ALLIED NAVYMEN often meet on operations. (L to R) Sailors of Nationalist China, Thailand, Great Britain.

destroyers, the submarine *USS Clamagore* (SS 343) and a detachment of P2V *Neptune* patrol aircraft of Patrol Squadron Eleven.

The first phase of the exercise took place in September with units of the United States, Venezuelan and Colombian navies in Caribbean waters.

Later in September, U.S. Task Force 86 and three Ecuadorian frigates conducted ASW exercises off the Ecuadorian coast, which involved all aspects of submarine destruction and were climaxed by a 48-hour convoy exercise.

The Peruvian and Chilean navies joined in the exercises off the coast of Chile. It was the first time tripartite exercises had been held in those waters.

The fourth phase of the exercise began when American units rendezvoused with Argentine forces in the South Atlantic.

United States ships were expected

to return to their home ports by 7 December.

A secondary purpose of an exercise such as *Unitas* is the cementing of friendship between the fighting forces of the United States and South American countries and creating good will for the United States among the people of South America.

Many officers of the South American armed forces have studied at one time or another in United States staff colleges under the sponsorship of the Military Assistance Program. Combined exercises provide good opportunities for the renewal of friendships.

Not to be overlooked is the good will generated by such activities as band concerts, parties for orphans and visits to ships by people in foreign ports.

**S**OME OPERATIONS, such as *Solant Amity*, have good will as their primary function. *Solant Amity III*

is now in progress, with the crews of five ships and nearly 400 Marines designated as ambassadors of good will.

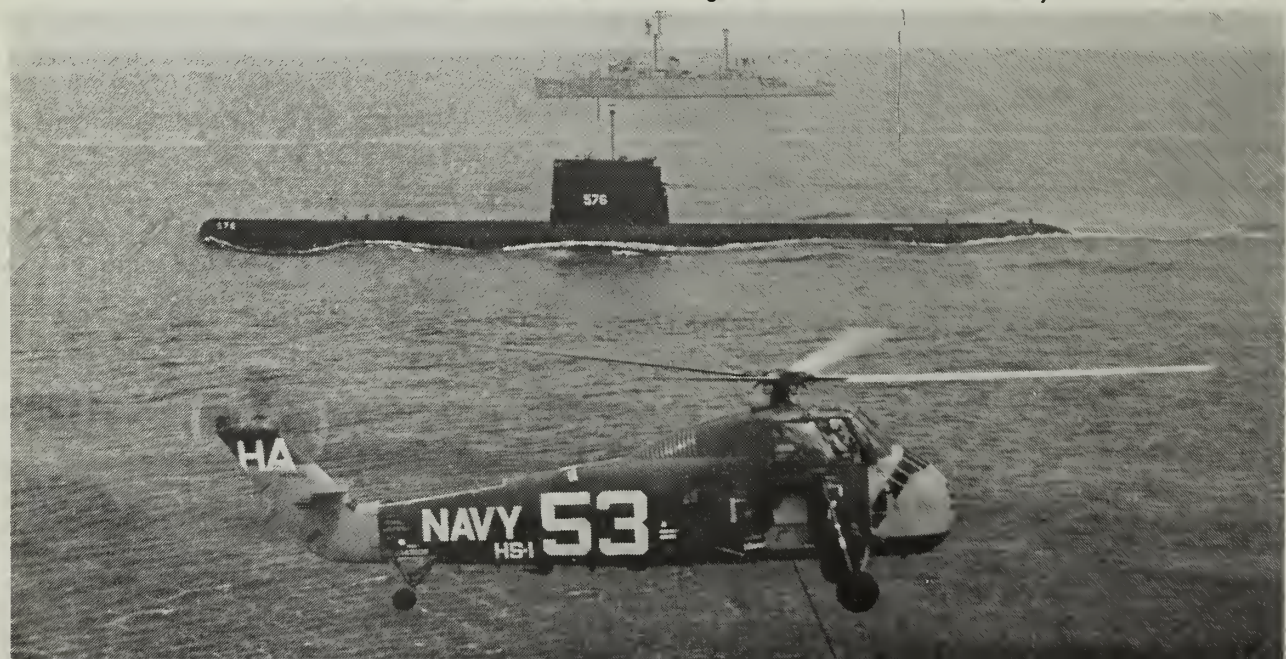
They will deliver supplies to at least 20 African ports and will give exhibitions of band music, folk dancing, and precision drills, in addition to distributing supplies of food, clothing and medicine.

The Navy usually plans its schedule of exercises three years in advance. For instance, present plans include exercises to be held during the remainder of fiscal year 1962, all of 1963 and 1964 and fiscal year 1965. They will involve units of all the United States Fleets and fall into four major categories.

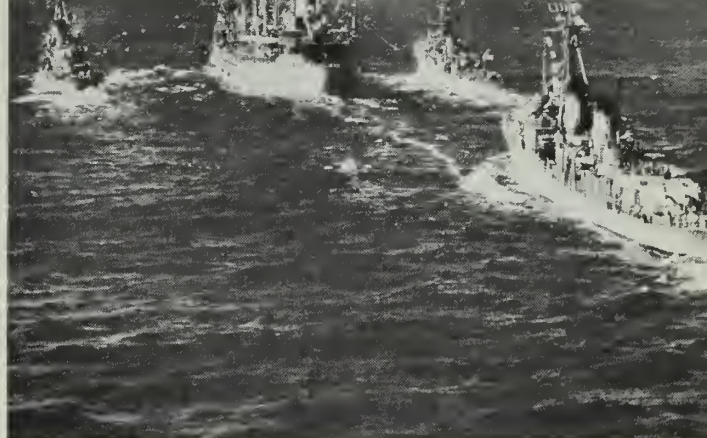
- *Intra-type exercises* are those which provide basic training, and in which only ships and units of the same type take part. Examples of this type are exercises in gunnery, minesweeping or sub vs sub.

- *Inter-type exercises* encompass

**TEAM WORK**—Units of antisubmarine task force work together to track down 'enemy' submarine at sea.







**SHORE AND SEA**—On shore a band from *Unitas II* spreads good will. Rt: TF refuels in South Atlantic.

units of more than one type. An example would be ASW exercises in which submarines and destroyers; submarines and surfacecraft; submarines and aircraft, destroyers, helicopters and other ASW team members take part. They also include such exercises as refueling and replenishing.

- *Joint exercises* involve more than one branch of the armed forces. These are usually amphibious exercises. They usually include the Navy and/or the Marine Corps, the Army and the Air Force in any combination.

- *Combined exercises* are those in which United States forces take part with the forces of any friendly power. NATO and SEATO exercises, among others, fall into this category.

**H**OW DO THE NAVY'S exercises concern the individual Navyman? It is difficult to imagine anyone in the

Navy not being affected by them. The Navy is in a sense, one big school in which everyone receives training to do a job. Looking at it from this angle, there is nothing you can do in the Navy that is not part of an exercise.

As for participation in actual war games, more people take part than one might think. Not only do those who are actually on the ships participate, but so do all those who furnish support to the exercises.

What and how many naval exercises will be held in the near future? Sorry, the Navy doesn't announce them in advance. We can say, however, that 150 significant naval exercises were held last year.

The Navy has maintained a training schedule which uses Navy ships to the utmost of their availability. For this reason, the Berlin crisis will not increase the Navy's training schedule, although it did reaffirm

the importance which the Navy places on training.

The Navy's exercises are conducted against a background of a lot of sweat and perhaps a few tears. Their announcement has often been accompanied by barrages of propaganda from unfriendly powers, and many times have been held in an atmosphere of international tension.

However, they are also a powerful instrument for building and maintaining good will between the people of the United States and friendly foreign countries and for creating comradeship between the officers and enlisted men of the United States Navy and the navies of friendly powers.

As a means of maintaining combat efficiency, developing tactics, doctrine and procedure in peacetime, they can't be beat.

— Robert Neil

**COMBINED EFFORT**—Navy LST brings in troops and trucks during NATO navies' amphibious operations.







FOR FRIENDS—Chilean Navy gets ship. Rt: Japanese study English with gear furnished by MAAG Tokyo.

# MAAGS AND MISSIONS

**F**OR MANY NAVYMEN, if not most, a tour of overseas duty is strictly routine. For others, it's a once-in-a-lifetime experience. Somewhere in between these extremes are the Navymen assigned to MAAGs and Missions. This is a study of MAAGs and Missions, what they do, how and why they do it, and who is involved in them.

One of the objectives of United States foreign policy is to assist countries of the free world in developing the military strength and posture needed to maintain internal security and resist aggression. Providing military equipment and training in the use of this equipment comes under MAP—the U. S. Military Assistance Program. It's a nuts-and-bolts job carried out by teams of U. S. servicemen, many of whom are Navymen assigned to the various Military Assistance Advisory Groups and Naval Missions overseas.

American aid dollars, as such, began to flow abroad for the first time during World War I. At that time, however, aid consisted mostly of loans, and was on a much smaller scale than it is today.

Before the U. S. entered World

War II, 50 destroyers were transferred to Great Britain, which was fighting to stem the tide of Nazi conquest. This marked a radical departure for U. S. foreign aid policy, and was the first instance of military equipment being furnished without a condition of ultimate financial reimbursement.

By the end of World War II the U. S. had assumed the title role of free world leadership, and, with it, many responsibilities in international affairs. It was logical to expect the U. S. to assume the major responsibility in countering the challenge of world communism.

In a sharp reversal from a pre-war concept of isolation, the U. S. became an active participant in free world security measures aimed at thwarting aggression. Along with this went an obligation to provide economic and technical assistance, as well as direct military aid, to allied countries incapable of producing or buying the weapons and equipment needed for defense.

**T**HE POSTWAR YEARS were marked with critical developments in the eastern Mediterranean, compounded

by the fact that Great Britain, which had been supporting Greece in its struggle against communist forces, notified Washington in 1947 that it could no longer bear the burden of resistance. As a result, other free world assistance would have to be furnished or else the eastern Mediterranean area would be abandoned to communism.

Congress acted quickly. More than \$654 million was expended in aid during the next three years under the Greek-Turkish Aid Program. This provided us with stronger allies and created the bulwarks that dissuaded aggression into the eastern Mediterranean.

In 1949, the Mutual Defense Assistance Act provided the U. S. with authority to assist other nations militarily. The first arms shipments to western Europe under MDAA were begun in early 1950, and the assistance already furnished other countries under previous arrangements (Philippines, Turkey, Formosa) was consolidated under this single program. The Mutual Defense Assistance Program under the Act of the same name, was the predecessor of the program which until this year's



action by the Congress was known as the "Mutual Security Program." Today, the program is known as the "Foreign Assistance Act of 1961."

The Foreign Assistance Act of 1961 contains four parts, two of which contain specific titles. Part I, the "Act for International Development of 1961," deals mainly with economic and technical assistance; Part II, the "International Peace and Security Act of 1961," relates to the Military Assistance Program and is the one this article is primarily concerned with; and two other parts, without specific title, which contain general provisions.

**T**HE MILITARY ASSISTANCE PROGRAM (MAP) is designed to support, as necessary, those forces which will constitute a balance of power capable of providing adequate resistance to aggression in accordance with regional defense plans. MAP serves as the strongest instrument in the accomplishment of MSA objectives.

Under MAP, we furnish friendly military forces with just about anything that could contribute to the maintenance of world peace. Equipment consists primarily of aircraft, ships, tanks, electronic equipment, small arms and machine guns, artillery, ammunition, support equipment and spare parts.

Training assistance is also furnished which not only insures the proper use of equipment, but helps the country concerned establish and standardize procedures which they can use on their own when the U.S. eventually withdraws.

The United States is now bound by various bilateral and multilateral agreements to provide many free world nations direct military assistance. The bulk of defense support goes to the countries on the perimeter of the Sino-Soviet bloc. It is quite obvious that any relaxing in this defense support would result in a decline of the free world's entire defensive posture.

The decision to provide a foreign country with military aid is made at the presidential level. Once preliminary negotiations are completed, the country formally requests military aid from the U. S. Upon approval and agreement between both countries, a team of U. S. military men is sent to the country to supervise the program's planning. Congressional appropriations finance these foreign military operations.



**NEW CREW**—U.S. Navymen train German sailors on former U.S. DD.

**W**ITH THIS BACKGROUND in mind, let's take a look at the working end of our Military Assistance Program, which, as far as we're concerned, means the Navymen assigned to the MAAGs and Missions.

Military Assistance Advisory

Groups and Naval Missions are literally a world apart in their operations, although the services they perform are quite similar.

MAAGs are combined teams of U. S. servicemen assigned as units to 24 countries in Europe, the Mid-

### ***You're Eligible for MAAG in These Rates***

Here's the listing of ratings eligible for duty with MAAGs, Missions, Naval Attache posts, and the North Atlantic Treaty Organization. These ratings are included in one allowance or another, although each individual unit is not authorized every rate listed. Enlisted women in ratings indicated below by asterisks are eligible for assignment to this duty in France and Italy only.

E-7 — BM, QM, RD, SO, TM, GM, FT, MN, ET, RM\*, YN\*, PN\*, SK, DK, CS, SH, JO, DM, MM, EN, BT, EM, IC, BU, CE, DC, EO, CM, UT, ADR, AT, TD, AK, HM, SD.

E-6 — BM, QM, RD, SO, GM, FT, MN, ET, RM\*, YN\*, PN\*, SK, DK, CS, DM, LI, MM, EN, MR, EM, IC, BU, CE, ML, EO, UT, AT, AK, PH, HM, DT, SD.

E-5 — BM, RD, GM, ET, RM\*, YN\*, PN\*, SK, DK, CS, DM, EN, CEP, CET, EOH, AK, PH, HM, SD, MA.

E-4 — BM, SM, ET, RM\*, YN\*, PN\*, SK, CS, MM, EN, DM, EOH, CMA, HM, SD.

E-3 — ET, RM, YN, CS, EOH.

Non-Rated — IIN, DN. Check pages 18 and 19 for eligibility.



BELGIAN mine warfare students get the word on USS Valor (MSO 472).

dle East and Asia (see box). Their job is to instruct and advise the military forces of these countries in the operation and maintenance of military equipment supplied under the Military Assistance Program. MAAGs are generally composed of a variety of U. S. military ranks and ratings, including Navymen.

The "Chief" of a MAAG is the senior member of the group, chosen from the service having primary interest in the host country. For all practical purposes, however, the senior naval officer, whether or not he is the over-all senior military officer, is considered the commanding officer of the MAAG Navymen.

For the record, here's what MAAGs do:

- Make recommendations concerning military assistance.
- Develop military assistance plans.
- Make recommendations concerning procurement of military materiel.
- Observe and report on the utilization of materiel.
- Administer military sales transactions.
- Provide appropriate advisory services and technical assistance to recipient countries.
- Work directly with military departments in arranging for receipt and transfer of assistance equipment, training and services.
- Provide liaison with host country with respect to weapons production.

**F**OR ALL PRACTICAL PURPOSES, Naval Missions could be considered MAAGs with a different name in another part of the world. These are groups of U. S. Navymen (and some Marines) assigned to overseas areas

— primarily in South America. Their objective is to instruct friendly navies in the operation and maintenance of U. S. Navy ships and equipment furnished for the common defense of the Western Hemisphere.

Although the individual Missions (Army and Air Force also have Missions) are not MAP organizations, the U. S. has made arrangements whereby they perform the duties of MAAGs.

### Serving in 33 Nations

Navymen presently serve with MAAGs and Missions in 33 countries. The organizations in Greece, the Philippines, Saudi Arabia, Thailand and Turkey actually have designations other than MAAG because of the laws under which these groups were originally established, or by request of the host country. They perform the same functions as MAAGs, however, and are supported in the same manner.

#### MAAGs and Advisory Groups

Belgium	Netherlands
Cambodia	Norway
Denmark	Pakistan
Ethiopia	Philippines
France	Portugal
Germany	Saudi Arabia
Greece	Spain
Iran	Republic of China
Italy	Thailand
Japan	Turkey
Korea	Viet-Nam
Laos	

#### Missions

Argentina	Haiti
Brazil	Peru
Chile	Uruguay
Colombia	Venezuela
Ecuador	

A Mission is usually made up of six officers and seven enlisted men, including a yeoman and storekeeper to handle administrative chores. An average Mission is generally headed by a "Chief" who is of the rank of captain or above. Some, however, owing to their smaller size, have a commander as "Chief." The exact number of officers and enlisted men who round out the Mission is agreed upon by both the host country and the U. S.

Although the functions of MAAGs and Missions are similar, if not the same, there should in fact be no reference made to any typical organization. Each is quite distinct in size, which for the MAAGs, ranges from 20 men to several hundred, depending on the particular needs of the individual countries.

For the purpose of an example, however, the MAAG organization in Italy may give you some idea of how the organizational setup works. Italy is one of 16 countries in the European area which have MAAGs. All of them are under the Commander in Chief, U. S. Forces, Europe. MAAG Italy has a "Chief" of flag rank, and a two-man headquarters staff (an officer and a yeoman). Under the "Chief" are three sections — each of which has a section "Chief" who serves as commanding officer. In the Navy Section of MAAG Italy there are 10 officers and nine enlisted men.

A large number of officer classifications and a wide variety of enlisted rates (see box) hold down these overseas jobs. Billets are presently established for 46 different rates and ratings, plus aviation pilots.

Officers of the line from lieutenant through flag rank are included in MAAG and Mission listings. Commanders (EDO) as well as certain staff officers (LT through CAPT in the Supply Corps; LCDR and CDR in the Civil Engineer Corps; LTJG through CAPT in the Medical Corps) also receive assignments. Officers are selected by the Chief of Naval Personnel. The Chief of Naval Personnel also controls the distribution of enlisted men.

**I**F YOU'RE AN ENLISTED MAN, and interested in applying for such duty, here's how the system works.

First, you must be able to meet these eligibility requirements:

- Be on sea duty afloat. (Does not apply to enlisted women.)



- Your record must be spotless, with no history of civil arrests. (Applicants with records of repeated military offenses, or who have committed serious offenses are not acceptable.)

- You must be financially solvent; indebtedness correspondence or any indication of nonpayment of just debts is disqualifying.

- Your dependency status must not exceed the following: E-7 — 3 dependents; E-6 — 2 dependents; E-5 — 1 dependent; E-4 and below — no dependents.

- Language qualification is desirable, but not mandatory.

- You must not have completed a tour of this type of duty within the past four years.

- You must be a citizen of the United States.

- The state or country in which your wife and parents were born must be stated.

These same qualifications are necessary for assignment to one of the Naval Attache billets on the U. S. Embassy staffs in 46 countries from England to Indonesia. (A foreign born wife or parent excludes you from Attache duty.)

In addition to these requirements, and before your MAAG or Mission duty preference is entered on your Seavey rotation data card, your commanding officer will give careful consideration to your professional ability and working habits and make the appropriate recommendation.

In general, men are selected for MAAG and Mission duty from among those on the Seavey who have indicated such duty as a preference, and have been favorably nominated by their CO.

If you meet the requirements, and your CO permits your preference for such duty to appear on your Seavey card, you must submit to the Chief of Naval Personnel, via your chain of command, an enlisted evaluation report.

**E**VERY EFFORT IS MADE to order you to the duty of your choice, but you should normally expect transfer to a selected area rather than a specific activity. In many cases a billet may not exist in the area you request, or no vacancies will occur there during the period of the Seavey.

Tours of duty in MAAGs and Missions conform to tour lengths for general overseas billets in the same



AT SEA—Argentine navymen practice navigation on USS Little Rock.

areas. Normally, where a tour of duty is for three years, an extension will not be granted.

In all host countries MAAG personnel operate as part of the U. S. Embassy, and are under the direction and control of the Chief of the Diplomatic Mission. As such, their status is the same as that of personnel of corresponding rank in the Diplomatic Mission.

In addition to their regular Navy pay, MAAG members receive a cost of living allowance, the actual amount of which is revised from time to time. (*Joint Travel Regulations* lists the varying amounts.)

Dependents of some MAAG and Mission people are permitted to accompany their sponsor to his new assignment. There are areas, however, in which dependents are not authorized. This is a point prospective MAAG and Mission personnel are encouraged to clear up before requesting assignment.

Before you actually fill a Mission billet you will spend about two months of temporary duty in the Washington, D. C., area learning the language of the country in which you are assigned. You will also be briefed on some of the problems you may expect to encounter. Living conditions, schools, health, recreation, the money situation, and travel problems are all explained.

Men assigned to MAAG billets receive with their orders a summary of living conditions and other aspects of their new duty. Normally, Navy men assigned to MAAGs can expect to be sent directly from their ship to their new host country.

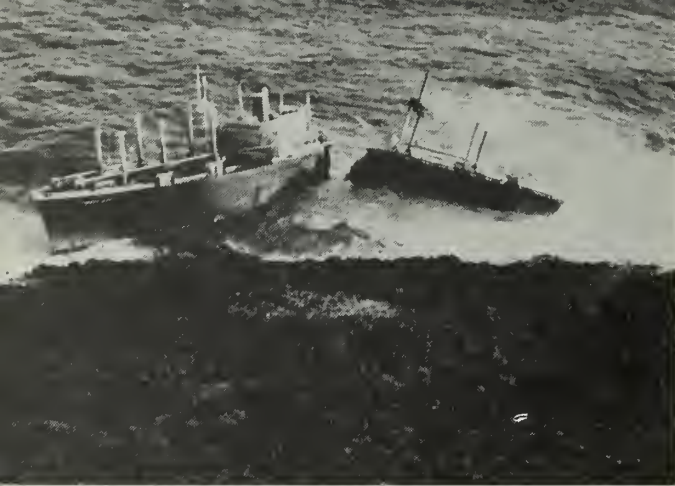
Many men selected for MAAGs and Missions attend appropriate instructor schools. The procedure you should follow when requesting assignment to MAAG or Mission duty (and Attache billets) is in *Enlisted Transfer Manual* (NavPers 15909A).

— Dan Kasperick, JO1, USN

TOGETHER—Spanish and U.S. sailors man lines on DD for Spain.



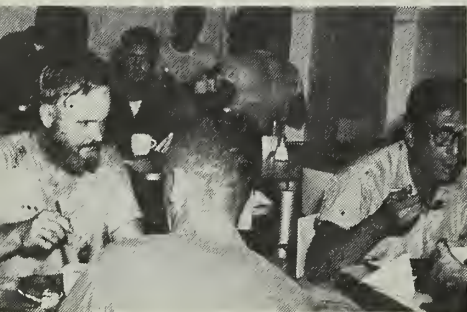




ON THE ROCKS—Merchant ship *SS Pioneer Muse* breaks up on shore of small but deadly, Kita Daito Jima.



SURVIVORS board *USS Princeton* (LPH 5) and enjoy a good meal.



## Double Ship Rescue

**T**INY, UNINHABITED Kita Daito Jima—a two-mile dot of coral and bush 225 miles east of Okinawa—has been significantly insignificant. Few geographers have bothered to speck their Pacific charts to show she's there. Nevertheless, the presence of Japan's Kita Daito Jima (rough translation: northern island of Daito group) has been felt, and mariners have learned the hard way that although the island appears harmless, it can be mighty dangerous if you come too close.

Last October, *ss Sheik*, a 7300-ton Lebanese merchant ship, got too close. She was caught in the center of Typhoon Tilda, tossed off course, and run aground on Kita Daito's rocky shore. The toll: two men killed (captain and engineering officer), 27 others stranded with no communications gear, and a once

seaworthy ship snapped in two like a matchstick.

A week later, evidently not satisfied with a mere 27 castaways, Kita Daito teamed up with Typhoon Violet and harassed and beached *Pioneer Muse*, a U.S. merchant freighter with 57 men on board. *Muse* had an operative radio and could at least call for help.

*uss Princeton* (LPH 5), in the area on Seventh Fleet maneuvers, got the message. *Princeton* and *uss Tulare* (AKA 112), also conveniently in the area, were ordered by COMSEVENTH FLEET to "Proceed with all dispatch" and assist the grounded ship. Enroute to Kita Daito, *Princeton* received a P.S.—rescue *Sheik's* crew also.

*Princeton* launched her rescue helicopters and all 84 survivors were whisked to safety.

DANGER SPOT—Two mile dot of Kita Daito Jima is insignificant on chart, but is unhealthy spot for ships.







HEAVE HO—Navy salvage ships attempt to pull *USS Baldwin* (DD 624) off rocks at Montauk Point, L. I.

## Salvage Job at Sea

*Uss Baldwin* (DD 624) became the object of one of the Navy's major salvage efforts of recent years after she grounded some two miles southwest of Montauk Point, Long Island.

*Baldwin* was being towed by *uss Keywadin* (ATA 213) from Boston, to be placed in mothballs with the Philadelphia Reserve Fleet, when her tow line parted in a storm and she went adrift.

*Uss Luiseno* (ATF 156) was dispatched from Newport, R. I., to help *Keywadin* recover the drifting destroyer, but heavy seas made boarding impossible and she ran aground the next day.

The afternoon *Baldwin* ran aground, *uss Hoist* (ARS 40) and *Windlass* (ARSD 4) joined the two tugs in an attempt to salvage her. When the sea subsided, swimmers were sent out to determine the amount of damage done to *Baldwin*.

The swimmers returned with a discouraging report that the engineering spaces were flooded to within three feet of the main deck, and

that there were varying amounts of water in most other compartments below the main deck. There were also 14- to 18-inch holes in the starboard side.

The salvors battled high seas to get pumps aboard, and there followed a heartbreaking succession of pumping, pulling by *Hoist* and *Windlass* and continued flooding.

Later the salvage barge *YFNB-17* and *uss Salvager* (ARSD 3) arrived on the scene. Crews worked around the clock in dense fog and heavy seas. At times, working parties would be stranded aboard the stricken *Baldwin* without food because of the adverse weather.

After being compelled to leave *Baldwin* several times because of heavy seas, the salvage crew made her compartments air-tight, pumped air into them, and forced the water out.

Finally, *Baldwin* was full of air down to the level of the holes in the bottom and sides and was pulled free of the rocky beach, 49 back-breaking days after she ran aground.



ROUGH JOB — Salvage crew hits line as cable is mulehauled aboard. Below: Pump boards *Baldwin*.



WET WORK—Diver surfaces after checking hull. Rt: Spot where DD wound up after storm parted tow cable.





# SERVICESCOPE

Brief news items about other branches of the armed services.

THE U. S. AIR FORCE is deactivating its floating Arctic station, which has gone aground near Point Barrow, Alaska.

Ice Island Bravo, which is a four-by-seven-mile piece of ice floating in the Arctic Ocean, has been used as a research station by the Air Force since 1952. It has floated back and forth with the currents, allowing scientists to study the weather, geology, marine life and other phenomena of the Arctic.

Buildings and enough equipment and supplies to reopen the station will remain on Bravo in case it floats free and again becomes useful to the Air Force.

★ ★ ★

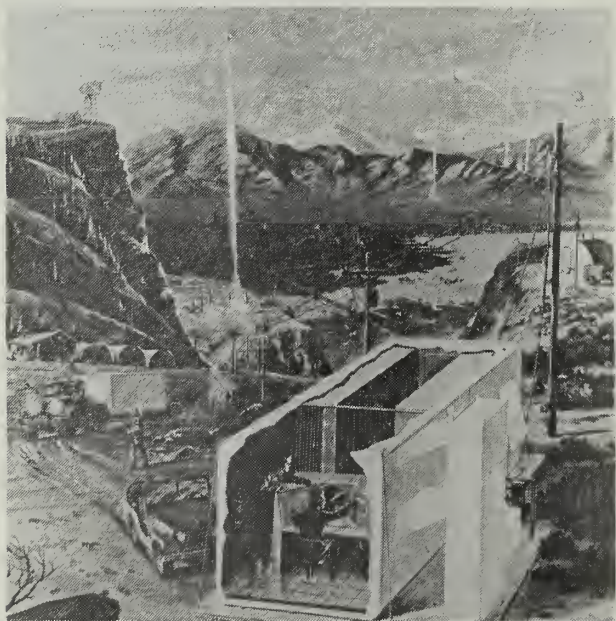
IF A LOOKOUT ON YOUR SHIP should report an Army tank off the starboard quarter one day—he may be right.

The U. S. Army has proposed a new type of vehicle that can travel on water, hard surface, snow, mud or tundra. A civilian aircraft company has been issued a \$20,000 Army contract to design the new vehicle.

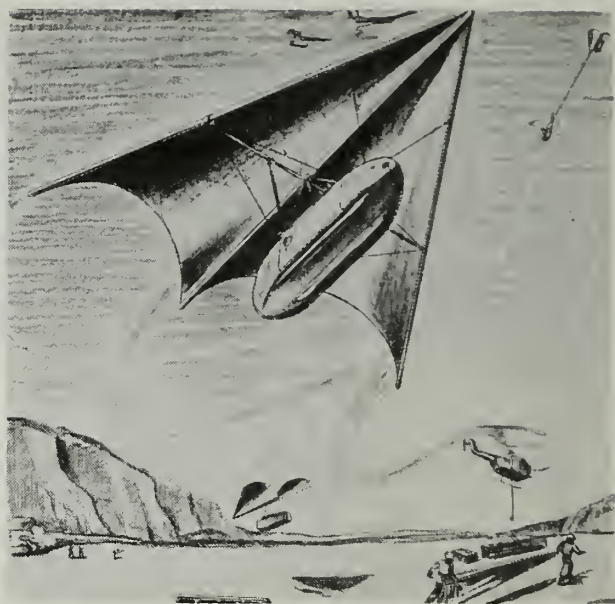
A continuous track of rubber-impregnated cells filled with low pressure air will give the vehicle high flotation capability and permit it to ride over soft terrain or water. It will probably resemble a tank and will have self-cleaning tracks. Air will blow away mud, dust or snow.

The contract for the vehicle, which will be called PAT (Plenum Air Track), provides for a preliminary investigation of the new concept in transportation. Plenum—the Army release says—is an air supply chamber which can be furnished with air automatically if pressure is lost. The cells would be self-sealing if punctured.

PAT should travel about 10 miles per hour on water and 50 miles per hour on highways. The speed on water would be about twice that of present amphibians.



ON GUARD—Artist's conception shows U.S. Army's Birdie air defense coordination system in action.



ARTIST'S conception shows 'paragliders' of U.S. Army delivering payloads after release from plane.

A half-scale test bed of PAT will be delivered to the U. S. Army Transportation Research Command at Fort Eustis, Va., by the contractor during the first phase of the development program.

★ ★ ★

A COUNCIL OF AIR FORCE civilian scientists has been formed to improve the exchange of information among the experts engaged in weapons planning, research and development.

The council will point out specific problems which require specialized scientific abilities. It will also assist in locating scientific talent within the Air Force or its supporting scientific groups.

Council members will serve as individual scientists rather than representatives of any particular organization within the service.

★ ★ ★

THE NEW PAYMASTER for nearly 2100 members of military units at the U. S. Army Electronic Proving Ground, Fort Huachuca, Ariz., is a high speed digital computer.

Army pay clerks furnish to the Computer Center the base pay, quarters allowances, insurance premiums, family allotments, taxes and other items from the finance records of the troops. This information is then translated into machine language by personnel of the Automatic Data Processing Department and stored in the memory core of the computer "paymaster." The exact amount due each soldier is computed in a matter of seconds.

Inauguration of the new system of maintaining finance records at Fort Huachuca is the first live test of the special Military Pay Project. Each month the operation at Fort Huachuca will be expanded so that by February 1962 nearly all military personnel stationed at the post will be paid by computer. The adoption of the new automated method is expected to reduce the number of man-hours and the volume of



paperwork involved in calculating the monthly pay of Army personnel. The degree of automation will be increased until the most efficient balance of manual and machine methods is achieved.

★ ★ ★

AN AIR FORCE motion picture produced to keep Airmen abreast of latest aerospace developments has received world recognition at the 5th International Film Festival in Venice, Italy. The film, a 28-minute documentary, features Air Force missile and aerospace developments during 1960.

Judges at the Festival voted the movie a Special Diploma in the Newsreel category. A scroll which cites the Air Force for "achievement in a highly regarded and very competitive category" was presented to Major General Arno H. Luchman, Air Force Information Director. The film was made by cameramen of the Air Photographic and Charting Service, Orlando AFB, Fla.

★ ★ ★

SLEEP, THAT FAMILIAR PROCESS which has intrigued ancient philosophers and modern scientists alike, has lately come under the scrutiny of the Walter Reed Army Institute of Research at Washington, D. C.

Research on the basic nature of sleep showed the brain to be the organ most sensitive to the stresses of sleeplessness.

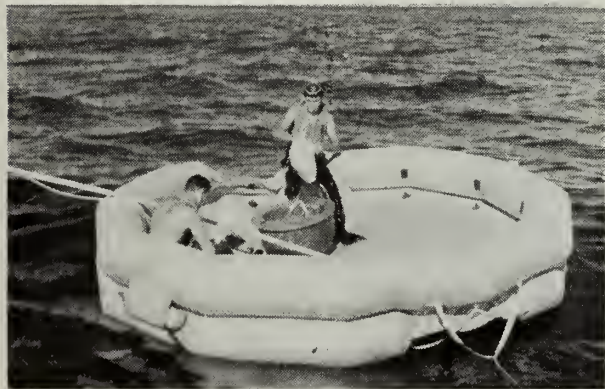
After long sleep loss, the brain operates much like a motor in need of a tune-up. It misfires, runs normally for a while, then falters again so that the subject experiences lapses in attention and fleeting visual illusions, such as rolling and tilting floors.

The studies showed the body has a built-in cycle with a low period occurring between 0100 and 0600. A high period occurs in late afternoon or early evening.

A person who is awake during the low period is less alert no matter how well he rested beforehand and should not be expected to perform at top efficiency for long periods of time.

For people who have to work during the low period, scientists recommended short rests and frequent changes of routine.

They also noted that soldiers performed better in self-paced jobs such as typing letters or sending messages than they did on work-paced jobs like watching a radar screen or receiving radio messages where the soldier has to respond immediately.



PARADIVERS of U.S. Air Force prepare a capsule for pickup during a recovery practice session.



HIGH OCTANE—USAF F-100 *Saberjets* refuel from KB-50 *Superfortress* over the North Atlantic Ocean.

The study was made with the cooperation of more than 100 soldiers who volunteered for the project, which sometimes involved as many as five days of sleeplessness.

Scientists reaped a harvest of information on men whose jobs require constant alertness such as men on guard duty, helicopter pilots, radar screen scanners and signalmen monitoring communications devices.

★ ★ ★

FAIRCHILD AFB, Spokane, Wash., has become the U. S. Air Force's fourth operational launching site for the *Atlas* intercontinental ballistic missile.

*Atlas*, and its associated launch complex and ground equipment are under the operational control of the Strategic Air Command's 92nd Bomb Wing. The missile furnishes Fairchild with a dual strategic mission capability, joining the bomb wing's already existing B-52 heavy jet bombardment force.

Operational *Atlas* missiles are also assigned to Vandenberg AFB, Calif.; Warren AFB, Wyo., and Offutt AFB, Neb.

★ ★ ★

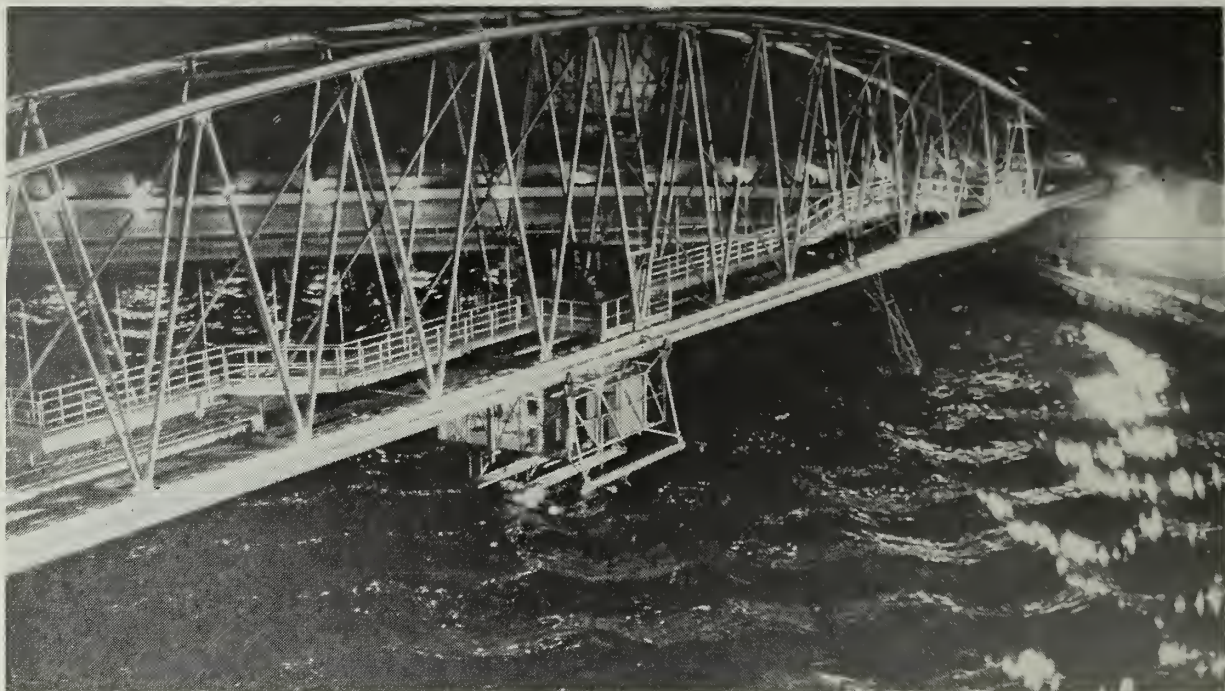
APPROXIMATELY 1200 German Shepherd dogs will be purchased by the Army by the end of next July for sentry duty at bomber and missile bases.

Of that number, 800 will be trained to meet normal Army and Air Force requirements in the U. S., while the remaining 400 will serve the Air Force in the Far East.

To fill this emergency requirement, the Army Quartermaster Corps has modified animal eligibility and owner-processing procedures. For example, pre-sale X-rays, formerly performed by civilian vets and paid for by individual dog owners, are now being handled at Army expense. Also, earlier specifications included a maximum weight and height, and called for inconspicuous colors. These requirements are being relaxed, to a certain extent.

Now, Army specifications call for pure-bred German Shepherds; one to three years of age; minimum height at shoulder must be 23 inches; minimum weight, 60 pounds; may be any color and of either sex. Alertness, aggressiveness and vigor are essential qualities.





SEA INSIDE—'Confused sea' test is held in safekeeping facility at David Taylor Model Basin.

## David Taylor's Instant Oceans

Naval architects can now use ship models and miniature storms at sea to make thorough tests of the handling qualities of their product long before the finished ship itself is ready for sea.

Variable, confused, or downright rough seas can be created at the new Maneuvering and Seakeeping Facility and Rotating Arm Basin, completed recently at the David Taylor Model Basin near Washington, D. C.

Although model basins have been used for more than 60 years to predict the performance of ships, their results were not entirely satisfactory. A simulated run could be made only in smooth water and in more or less "regular" waves, which are, in fact, rarely encountered at sea.

Now, with the opening of the new facilities at David Taylor, tests of model ships can be made at any angle to simulated waves, allowing maneuvers which could not be tried before.

The Rotating Arm Basin will solve the problems linked with a ship's directional stability, maneuverability and control. A 129-foot aluminum arm supports test models by a system of tracks, tow carriage,

positioning apparatus, towing struts and force balance. The basin measures 260 feet in diameter, is 21 feet deep.

The Maneuvering and Seakeeping Facility (MASK), the other new basin, has been described as the world's largest simulated ocean. (The rectangular concrete basin is 240 by 360 feet, holds 20 feet of water, which totals out to some-

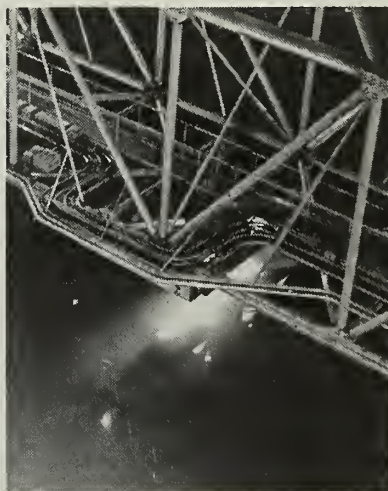
thing like 12 million gallons.)

In this basin, 21 pneumatic wavemakers have been installed to generate waves which range from three to 40 feet in length, with corresponding maximum heights of 2½ inches to two feet. (Full-scale waves would range up to 100 feet in height, 2500 feet in length, depending on model length.) The machines can create programmed short crested waves which simulate the entire range of ocean environment up to seas corresponding to gale force winds.

Fixed bar type, concrete wave absorbers have been installed along the basin walls, reducing reflections to a minimum.

Tests in the MASK will be chiefly concerned with the loss of sea speed, the improvement of seakeeping characteristics of surface ships, and the prediction of ship motions in rough water.

Congress provided long ago that the Navy's model basins be made available to the maritime industry, but until now David Taylor has not been able to meet all the requests. With the operation of the new facilities, however, shipbuilders and naval architects should find the testing site more readily available.



DOWN UNDER — Polaris system undergoes test in the largest simulated ocean in the world.



# LETTERS TO THE EDITOR

## Specific Recruiting Duty

SIR: During a recent Seavey-Shorvey lecture our division was informed that when requesting recruiting duty we should select any city of our choice. As I see it, the *Enlisted Transfer Manual* doesn't go along with this. It says to request duty in cities with main stations only, with ultimate reassignment to a sub-station from there. Which procedure is correct? If the *Transfer Manual* is right, how would the main station know what my duty choice really is? — H.J.M., MNC, USN.

• The "Enlisted Transfer Manual" (NavPers 15909) is correct. However, there are other provisions for you to make additional choices within the area to which assigned. Approximately two weeks before you are graduated from Recruiting School you may make your bid for a specific city, and, if there's an opening and you are qualified, the officer in charge of that station will see to it that you receive the assignment. — ED.

## Brothers in the Same Unit

SIR: When I was in boot camp in San Diego, I requested duty with my brothers who were then aboard the ship in which I am now serving. When I reported aboard, however, one of them was about to be transferred and the other was being discharged.

Since they are no longer aboard, is it possible for me to be transferred to New Orleans, La., where the one brother is now assigned? He will be there for some time. — C.P.B., USN.

SIR: I have been told I can request duty with my brother.

Although he has been in the Navy longer than I, we are both in an aviation rating. The only possible difficulty

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept. Washington 25, D. C.

is that he is on shore duty and I am on sea duty.

Can you point me at the directives that will tell me how to do this? — K.B.H., USN.

• Although each case is considered on its individual merits, we have been told that requests for brothers to serve together are approved only if the one submitting the request for transfer is eligible for it and a billet exists at the activity at which he requests duty.

Usually, the member of the immediate family who wishes to be transferred must be available for normal rotation. In other words, he should be in a further assignment category such as a recruit, school graduate, reenlistee for general detail, hospital release, on Seavey or Shorvey, or in some other special status that would normally call for a transfer.

You are free to submit your request for consideration in any case, but unless you fall into one of the above categories, your chances are not very good.

Article C-5207 in the "BuPers Manual" explains the procedure for submitting a request of this type. — ED.

## PUC With Star

SIR: I have noted what appears to be a mistake in the "Quiz Aweigh" section of the April 1961 ALL HANDS.

You state that the PUC is worn with a star only when a wearer rates a second award. I am of the opinion that the ribbon and star are worn together, as shown in any medal display I've ever seen. If ALL HANDS is correct, those medal displays always show two awards, which doesn't seem reasonable.

I maintain that the star is worn to signify that the wearer actually took part in the action for which the PUC was awarded. All others who are assigned to the ship or unit at a subsequent time wear only the ribbon; when they are detached, they remove the ribbon. Am I right? — M.E.B., ML2, USN.

• Well now, 'ol buddy, you'd be right, and we'd be wrong, were it not for one small detail — SecNav Notice 1650 of 31 May 1957. This notice published a change in the method of dis-

playing the insignia for the PUC.

Whereas the previous regulations provided that personnel who were attached to and serving with a cited unit during the period for which cited could wear the ribbon bar with star permanently, the new regulations as published in 1957 (and also as shown in the "Navy and Marine Corps Awards Manual," NavPers-15790) provide that such personnel may wear the ribbon bar only for the first citation, and may add a star for each subsequent citation for which they are eligible. Furthermore, the new regs prohibit wearing of the ribbon bar by personnel who did not actually participate in the cited action, but who reported to the unit at a later date. — ED.

## CPOs with Marine Units

SIR: There is some disagreement among the CPOs serving with the Second Marine Division concerning interpretation of Articles 1156 (2) (a) and 1156 (2) (b), Navy Uniform Regulations. Some contend that the first paragraph applies to enlisted personnel other than chief petty officers, and that the second applies only to CPOs.

The specific question I'd like answered is: Does a CPO wear both the rating badge and collar device on the Marine khaki shirt, or the collar device only? — C.B.H., HMCS, USN.

• In answer to your specific question — a CPO serving with a Marine unit should wear the collar devices only on the Marine khaki shirt.

Confusion has arisen in this area because, at the time of adoption of the CPO collar device, Art. 1156 (2) (a) was not revised to provide that the collar devices would be worn in lieu of the blue rating badge. The next page change will reflect this information. — ED.

## Compulsory Pay

SIR: In a back issue of ALL HANDS (May 1961) I came across an article on Navy pay. In it you say that each man must be paid at least twice a year. Is this compulsory? Can you give me the reference to such an order? I have found nothing in the Navy Comptroller Manual to clarify this. — D.S. DKS, USN.

• The "Navy Comptroller Manual," paragraph 044650, states that, if practicable, all men will be paid in full on 30 June and 31 December. Except in unusual circumstances, unpaid amounts are not carried forward to the new pay records which go into effect twice each year. — ED.

## Retired Officer's Uniforms

SIR: How many uniforms should a retired officer have, and how long should he keep them?

I have been unable to find any statement concerning this point. — W. M. P., PNC, USN.

• A retired officer should have presentable blue, white and khaki uniforms, and they should be kept as long as the officer is fit for duty.

To the best of our knowledge, there is no regulation or policy to this effect, but it does seem to be an accepted and realistic viewpoint. (You'll note we are trying to be tactful in our avoidance of any reference to the changing shape of the retiree.) — ED.





TOP INSPECTOR—SecNav John B. Connally inspects Marine honor guard on board Sixth Fleet flagship USS Springfield (CLG 7). (Rt.) After visit to USS Dewey (DLG 14) SecNav returns to Springfield via highline.



### Enlisted Precedence System

SIR: My comments are in reference to the letters section (ALL HANDS, April 1961) in which you explained in some detail the matter of enlisted precedence.

As I see it, it does not stand to reason that a QM1 should be replaced as his division's leading petty officer by one of his shipmates, a BM2, when the BM is advanced. I interpret your reference, Art. C-2103 of the *BuPers Manual*, as saying a young upstart should take over his division as its leading petty officer as long as his rate is high on the precedence list.

I, for one, in all fairness, would like to see this article changed. Otherwise put the BMs in as leading petty officers in the first place. It is my belief that time in rate should be ranged first in precedence. Experience is surely the best teacher, and the long-time Navyman is certainly capable of exercising his authority, or he would not have been made a petty officer in the first place.

Maybe other POs like myself would like that article rectified rather than simply clarified as you have been doing. The term petty officer has a forgotten meaning. We are supposed to be men rated for our superior knowledge and ability in handling men. If precedence is rated above being a good petty officer, then the meaning of petty officer should be degraded.

Where do senior POs stand in situations like this? Must we be constantly degraded to "Precedence POs"?—J.L.M., QM1, USN.

• You state your case very well, and no doubt you speak for many Navy men who feel the same way.

*Proposals for the abolition of the present enlisted precedence system have been considered many times. In fact, the Bureau of Naval Personnel just recently completed a study of this ticklish situation and found there could be no one solution which would apply to all conceivable situations. Accordingly, no change to the present system is planned.*

*Precedence is established primarily to fix responsibility in a situation where men of equal pay grade are gathered together. The precedence picture is focused on the appropriate fields of experience to insure that the best qualified men assume the responsibilities of command in an emergency.*

### Shipping Over Bonus

SIR: I have a question concerning the recoupment of reenlistment bonus. My present enlistment expires in March 1963. By shipping a year early, I could reenlist in March 1962. During Fiscal 1962, however, I expect to be appointed ENS (LDO-T). If I reenlist a year early, before my appointment date, would the reenlistment bonus be recouped when I receive the commission?—A.O.K., PNCA, USN.

• There will be no bonus to recoup. According to paragraph 6e of *BuPers Inst. 1133.4A* (the authoritative guide on the discharge and reenlistment of Regular Navy men within one year of expiration of enlistment), you are not eligible for early discharge and reenlistment if you possess information of your selection for appointment to a commissioned or warrant rank.—Ed.

*In specific reference to the situation you have posed, the BM1 is indeed the "leading" petty officer in all military matters. However, it must be remembered that in other, non-military functions, the QM1 would take precedence.*—Ed.

### Paratrooper Jump Badge

SIR: I have seen Navy men who were formerly Army paratroopers wearing the Paratrooper Jump Badge on the Navy uniform. I have been told that this is authorized.

Can you tell me if Navy men are authorized to wear this badge? If they are not, what regulation covers it?—A.R.R., CTC, USN.

• The Navy considers badges such as the one you mention as insignia. Uniform regulations specifically prohibit the wearing of insignia of other services and countries with the Navy uniform.

You can find the prohibition in Articles 0157.1a and 0656.1a of the "Uniform Regulations."—Ed.

### Have You Read the Constitution?

SIR: The Uniform Code of Military Justice is posted prominently aboard all ships and stations of the Navy as required by *Naval Regulations*. This system of military law derives its authority from the basic law of the United States, the Constitution. Yet the average enlisted man or officer has to go to the ship's library, or read the appendices of the *Manual for Courts-Martial* to see a copy of the Constitution.

During reenlistment interviews, and during discussion periods at a recent leadership school held by this command, many senior petty officers com-



mented on the large number of young men they had interviewed who do not realize the privileges they enjoy as Americans and are serving to defend as Navy men. The prominent display of the Constitution and other documents basic to our way of life would be a constant reminder to all hands of the principles they represent all over the world.

Most foreign navies display the national ensign, and portraits of their country's "George Washington" and present ruler or president, in their ship's wardroom or ship's office.

Copies of our Constitution and similar documents may be purchased from the Government Printing Office. I think ships and stations should be required to display at least the Constitution. — George E. Spooner, CTC, USN.

• *You may have something here, but we would rather leave the comments to our readers. They are normally quite happy to express their opinions on these matters.*

If you or your ship are interested in obtaining copies of historical documents, they may be purchased from the Superintendent of Documents, Government Printing Office, Washington 25, D.C.

A 38- by 31-inch facsimile of the Constitution, a 33- by 31-inch copy of the Bill of Rights, or a 35- by 29-inch copy of the Declaration of Independence may be purchased for \$45 each. They are suitable for framing.

For just \$1.35 you can get these important and patriotic reminders for your ship or station. — Ed.

### Re-Uppin'-Most

SIR: We believe our Naval Air Facility at Monterey, Calif., has a higher percentage of reenlistments than any ship or shore station with an average on-board count of approximately 500 enlisted men.

In an attempt to prove it, we hereby issue a can-you-top-this challenge to all commands with a similar manpower count. Here's our reenlistment percentage for the 10-month period from 1 Sep 1960 through 30 Jun 1961:

• Of 85 men eligible for separation, 71 reenlisted for an over-all percentage of 83.5.

• Of 57 first termers eligible to ship over, 43 reenlisted for a percentage of 75.4. (Of these, incidentally, 36 took advantage of STAR, the Selective Training and Retention program.)

• Career reenlistments were 100 per cent — all 28 men who were eligible to ship over did so.

If any ship or station can top these figures we would like to know it. If there is no response to this challenge, we will consider NAF Monterey as the re-uppin'-most place in the Navy. — R.H.R., CAPT, USN.

• *You've sold us, Captain — at least for the time being. Our researchers*



REFLECTING an attractive image in mirror landing system aboard USS Saratoga (CVA 60) is 'Miss Navy Wings of Gold' Anita Cowart.

couldn't find a higher reenlistment rate for any other command with 500 or more men, but, as an educated guess, we have a hunch you'll be hearing from one. — Ed.

### First Class on First Hitch?

SIR: Has anyone been rated first class during a first enlistment in the Navy (without previous service in the other armed forces) since the time-in-grade requirement for advancement from E-5 to E-6 was changed from 12 months to 24 months? — J. G., BU1, USN.

• *A quick bit of arithmetic would have given you your answer. Obviously under the present service in pay grade requirements, it is impossible to advance to PO1 during a four-year or minority enlistment.*

Those requirements are:

E-1 to E-2 — four months

E-2 to E-3 — six months

E-3 to E-4 — six months

E-4 to E-5 — twelve months

E-5 to E-6 — 24 months

52 months (four years and four months.)

*It is true that a man serving on a six-year enlistment could make it — but you'll find that the Navyman serving a six-year hitch as a first enlistment is a rare bird indeed. — Ed.*

### Travel for Dependent Parent

SIR: I'm an unmarried second class petty officer on active duty. My father lives with me, is classed as my legal dependent, and receives a "Q" allotment from me each month. I have never requested travel pay for him, or proceed time for myself when transferred, but I understand that I may be eligible for both. Is this true? — R. H., HM2, USN.

• *It is — under certain conditions.*

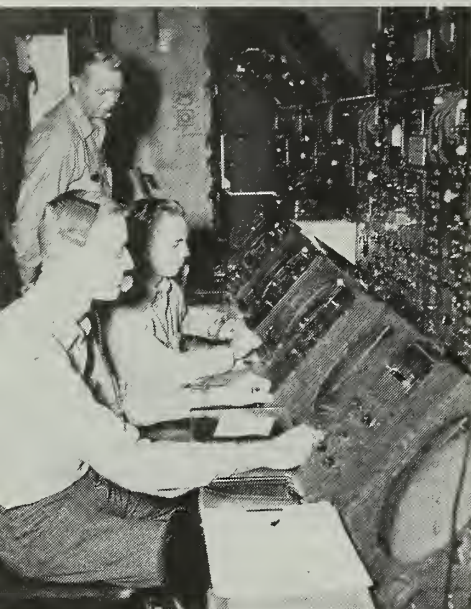
"BuPers Manual" says that an enlisted man with dependents may be authorized four days' proceed time, exclusive of travel time, when transferred on permanent change of station orders, with or without temporary duty en route, and when the orders fix no date and do not express haste. An exception would be if you were transferred in a draft.

In addition, a Navyman under permanent change of station orders may be reimbursed for travel of a dependent parent, provided such parent actually resides in his household and makes the move in connection with an ordered permanent change of station, with the intent to establish a bona fide residence at the new station. — Ed.

MISS CALIFORNIA, Susan Ann Henryson, is piped ashore after visiting USS Lexington (CVA 16).







**AIR CONTROLLERS** of ground control approach unit, Naval Station, Rota, Spain, man their gear.

#### But How About Griffin?

SIR: Some time ago ALL HANDS carried a letter about *uss Fulton* (AS 11). The editor's reply mentioned the work done by *Fulton* on a sub base and submarine rest camp at Brisbane, Australia.

The base and camp at Brisbane had been started by *uss Griffin* (AS 13), in which I had the privilege of serving. For a while, *Griffin* was the flagship of the then Rear Admiral F. W. Rockwell, who had just arrived in Australia after his escape from the Philippines with General MacArthur.

Since the brief brush with old times has given me a bad case of nostalgia, would you run a short history of *Griffin*? — H. G. F. SHCLK USN (Ret.).

• We hate to see a case of unrequited nostalgia. And *Griffin* was one of the unsung ships that contributed to the excellent performance of the silent service in sinking the rising sun. So here's your history.

*Griffin* was acquired from the U. S. Maritime Commission in 1941 under the name *SS Mormacenn*. She was renamed in honor of RADM Robert S. Griffin who earned the Distinguished Service Medal as Chief of the Bureau of Steam Engineering.

The ship was first placed in commission on 31 Jul 1941 and was converted to a submarine tender. Work was completed in September 1941, after which she visited several East Coast ports.

When war was declared, *Griffin* was at Argentina, Newfoundland. She returned to New London to take on provisions and stores, and left for the Pacific Theater.

On her 59-day trip to Brisbane, Australia, *Griffin* traveled with Submarine Squadron Five on board and carried ordnance material for *uss Holland* (AS 3), plus the usual overhaul and supply material.

When *Griffin* arrived at Brisbane, she started Navy Submarine Repair Unit No. 134 at the New Farm Wharf.

While she was at New Farm Wharf, she refitted, repaired, fueled, provisioned and armed a total of 50 submarines.

After *Griffin* was relieved by *Fulton* (AS 11) she returned to the United States in January 1943, to go into dry dock at Oakland, Calif., after which she went to Pearl Harbor where she tended a total of 40 submarines.

*Griffin* again returned to the United States in January 1944 and was overhauled at Mare Island after which she departed for Fremantle, Australia.

It was here that the shortage of rubber items began to be felt by repair activities in the Fremantle area.

To alleviate the situation, *Griffin* experimented with a rubber shop which eventually supplied all the local activities.

Before *Griffin* departed on 20 Nov 1944 she left behind the plans and data for the continued operation of the rubber plant.

At Mios Woendi, *Griffin* relieved *uss Orion* (AS 18). Only two subs were tended at this advance base and her work consisted of the care, upkeep and repair of other types of naval vessels.

Early in February 1945, she was ordered to Leyte and from there to Luzon.

At Subic Bay, *Griffin* set up the first

submarine repair activity in the Philippines since their fall in 1942. In addition to tending subs, she engaged in the construction of Camp Coe.

It was during this period of *Griffin's* duty that her divers neutralized a mine which the destroyer *uss La Valette* (DD 448) had struck. *Griffin* kept the ship afloat until drydock facilities became available even though the anchorage in which the work was being conducted was under constant threat of air attack.

On 22 Mar 1945, *Griffin* left Subic Bay and was at Midway when the war ended. In September, she departed for San Francisco and was decommissioned and placed in reserve status on 12 Oct 1946. — Ed.

#### CPO Wants Grandson to Go Navy

SIR: My grandson is in college and is in the Army ROTC because no Naval ROTC is available.

When he graduates from college, he will be appointed a second lieutenant in the Army Reserve. Would it be possible for him to obtain a commission as ensign in the Naval Reserve instead? — T.A.H. SKC, USN (Ret.).

• Young men who take Army ROTC training are not normally eligible for a naval commission and the Navy does not solicit applications from persons enrolled in the ROTC programs of its sister services.

However, if your grandson can obtain a signed statement from his superior officer to the effect that he will be released from the program in which he is now serving, the Navy can process his application for Officer Candidate School, Newport, Rhode Island. He must obtain his release at least six months before his graduation.

When he successfully completes OCS, he will receive his commission in the Naval Reserve. — Ed.

#### Information Please

SIR: The Navigator Information Office at NAS New Orleans is compiling a follow-up file on all officers, former NavCads and officer candidates processed there from 1948 to present.

The purpose of this file is to complete the records and history of this office since its organization as a processing activity for flight trainees from southern Alabama, southern Mississippi, Louisiana, and the Pensacola area.

We would appreciate it if any of your readers who fall into the above category kindly advise us of their current status and address as soon as possible. — CDR Jessc Wood, Jr., USN, Navigator Information Officer.

• New Orleans-processed aviators should address their cards, with the above-mentioned information, to Navigator Information Office, U. S. Naval Air Station, Alvin Callender Field, New Orleans 40, La. — Ed.

#### Youngest Chiefs

SIR: The CPO Association of Albuquerque, N. Mex., has initiated into its ranks a man we think is quite possibly the youngest chief (23) in the Navy. He is James G. Hambley, GMTCA, USN. Chief Hambley was born on 27 Jan 1938, enlisted in the Navy on 31 Jan 1955, and advanced as follows: GM3 — 16 Apr 1956; GM2 — 16 Jun 1957; NW1 — 16 May 1958; GMTCA — 16 Sep 1961. — F. E. Barnett, YNCA, USN.

• Sounds like quite a success story. Another chief of recent years — John B. Lipinski, AEC — put on the hard hat in 1958 at the ripe old age of 24. Your report is the first on a 23-year-old chief. Others may have made CPO in less time or at a younger age, perhaps during the war, but to do so these days seems rather unusual, considering time in rate requirements and the service-wide exam schedule. Congratulations to Chief Hambley. — Ed.



## Navy's First Admiral

SIR: The last paragraph on page 43 of *The Armed Forces Officer* (NavPers 15923) states: "... and our first full admiral, David D. Porter; both won their rank in the Civil War."

VADM Leland P. Lovette's book, *Naval Customs, Traditions and Usage*, however, states that "David Dixon Porter . . . became the second officer to attain the grade of full admiral; his foster brother, Farragut, was the first." It also says, "The first naval officer to become an admiral was David Glasgow Farragut, so appointed on 25 Jul 1866."

Which book is wrong? — K. W., LCDR, USN.

• We hesitate to admit that one of our *Leadership* books is wrong, but we have no other choice in this case. David G. Farragut was our first Admiral and David D. Porter was our second.

The "Encyclopaedia Britannica" says of David D. Porter: "In 1870 he succeeded Farragut in the grade of Admiral." Also, "Naval Orientation" (NavPers 16138-C) states on page 26: "The outstanding battle leader of the Civil War was our first admiral, David G. Farragut."

If you're interested in ranks and how they evolved into our present officer structure, you might read an article in the September issue of *ALL HANDS* which tells a little about the history of all present ranks in the U.S. Navy.

## Marksmanship

SIR: I have competed in rifle and pistol matches for many years now, and would like to know if the Navy has a marksmanship program similar to the U. S. Army's Advanced Marksmanship Unit (AAMU).

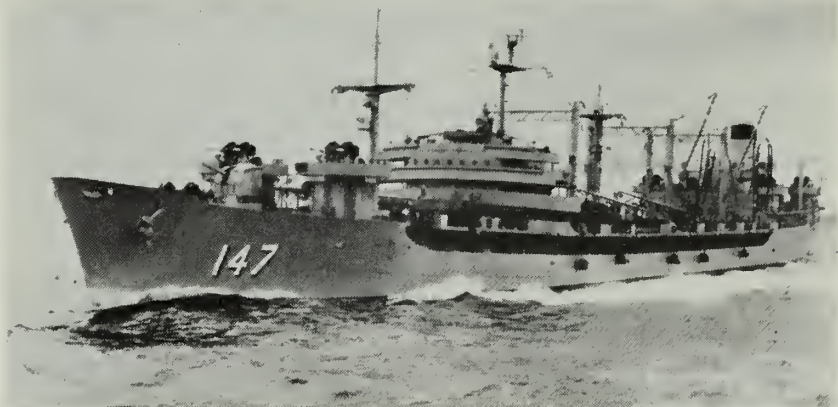
If there is such a program in effect, how do I go about applying for such training? — B. B., EMC, USN.

• The Navy has no extensive program, such as the Army's AAMU. However, there are a total of 22 Small Arms Marksmanship Instructors (SAMIS) assigned to various naval districts and at some air stations and naval bases. (See page 30, *ALL HANDS* September 1961.)

Further information on the subject is available in *OpNav Inst. 3573.7A* and *BuPers Notice 3590*, and from the Chief of Naval Personnel (Attn: Pers G1b). — Ed.

## Combat Airview Insigne

SIR: It is my understanding that a previously earned Combat Aircrew insignie, without battle stars, may no longer be worn. Recently, however, several officers in responsible positions at my duty station have interpreted Article C-7403 (8) (c) of the *BuPers Manual* as authority to continue the wearing of this insignie by those who earned it years ago under Art. C-7403, *BuPers Manual* (which authorized wearing of that particular decoration throughout a person's naval career once



THREE FOR THREE—USS Truckee (AO 147) is winner of ServLant's Intra-type Battle Efficiency 'E' Award for the third consecutive year.

it had been earned). Who's right? — L.N., PHC, USN.

• You are. Under the latest "Uniform Regulations" the Combat Aircrew insignie without battle stars is no longer authorized to be worn. The current "BuPers Manual," Art. C-7403 (8) (c), supersedes previous instruction under which the insignie could be worn. — Ed.

## Separate and Distinct

SIR: Are the Medical Corps and Medical Service Corps considered as the same organizations for purposes of command succession, or are they separate and distinct? Article 1377 of *Navy Regulations*, which applies to staff corps succession, states, essentially, that in the absence of a staff corps commanding officer, the officer next in rank of the same staff corps shall succeed him.

Take, for example, a situation in which a Medical Corps officer has been detailed as commanding officer of a medical establishment. In the absence of this commanding officer, who would succeed him: a Medical Service Corps officer, who is next in lineal rank, or another Medical Corps officer, who is third in lineal rank? — R.H.S., LCDR, USN.

• The Medical Corps and the Medical Service Corps are separate and distinct for purposes of succession. In the situation you pose, the CO, a Medical Corps officer, would be succeeded by another Medical Corps officer, even though such officer may not be next in lineal rank. — Ed.

## Sailing Through Corinth Canal

SIR: Your July cover picture of USS *Alacrity* (MSO 520) in the Corinth Canal prompts me to send a companion shot of USS *Cone* (DD 866) in the canal.

I believe *Cone* is the first United States destroyer to pass through the canal since *McCard* (DD 822) made the passage in 1954.

*McCard* passed through the canal from west to east, while *Cone* sailed

from east to west, thus shortening her voyage from Athens to Naples, Italy by 100 miles. She squeezed through with 15 feet to spare on each side. — C. A. Taylor, CDR, USN.

• United States Navymen who see the Corinth Canal see the fulfillment of an ancient dream. The Emperor Nero of Roman fiddle-and-fire fame started the canal in 67 A. D.

The work was abandoned by the Romans when Nero died but, after many vicissitudes, the present canal was completed in 1893.

The canal was blocked by the Nazis before they left Greece during World War II and the bridge across it was blown up.

The canal was restored to use and the bridge rebuilt in comparatively recent years. — Ed.

NO 'U' TURNS—USS *Cone* (DD 866) makes a rare passage of Greece's narrow Corinth Canal.







FAMILY of Donald L. Benson, RM2, USN, meets him aboard USS Valcour (AVP 55) upon the ship's return to Little Creek, Va., from Middle East.

### Wave GM?

SIR: During a recent gabathon in our first class mess one of our gunner's mates claimed that in 1960 a Wave GMC was in charge of the base armory at NOB Norfolk, Va. Many of my friends doubt this. We have, therefore, two questions: (1) Are there, in fact, any rated Wave gunner's mates on active duty at this time, or, (2) have there ever been? — N.H.P., GM1, USN.

• No, cautiously, to both questions. There are no Wave GMs on active duty now, and, according to historical files, there never were. However, don't rule out the possibility that at one time or another there may have been a Wave designated as a GM through an administrative oversight. You should note that it was never the intent of the Navy to include Waves in the GM rating. — Ed.

### Exam Questions for DM

SIR: Some time ago BuPers released notice 1440 which, in effect, gave some of the professional duties of the Draftsman (DM) rating to the newly formed rating of Engineering Aid (EA).

I intend to keep my Draftsman rating (now renamed Illustrator Draftsman). I would like to know if the creation of new ratings will delete or otherwise change any categories of questions in the February 1962 advancement in rating examinations.

Your help with these questions may very well prevent a lot of sailors from spending hours of study on subjects on which they will not be examined. — R.A., DM1, USN.

• Your safest bet for getting the right answers for the February Illustrator Draftsman advancement examina-

tion is to consult the study bibliography which was included with BuPers Notice 1440.

Examination questions are taken from material included in this study bibliography and from requirements listed in the "Quals Manual." The "Manual of Qualifications for Advancement in Rating," Change 16, gives the revised qualifications for Illustrator Draftsman. — Ed.

### Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four months in advance.

• USS Grouper (AGSS 214)—All who have served on board during Grouper's 20 years of commissioned service are invited to take part in the celebration on 12 February. For details, write to Commanding Officer, USS Grouper (AGSS 214), Fleet Post Office, New York, N.Y.

• USS Carronade (IFS 1)—All former crew members who are interested in holding a reunion at a time and place to be decided may write to Norman Bonnema, 442 Hawkeye Apartments, Iowa City, Iowa.

• USS Halford (DD 480)—All who are interested in attending a reunion in 1962 may write to George F. Michal, 4345 South 71st St., Milwaukee 20, Wis.

### Minemen Recruiters

SIR: I would like recruiting duty but have heard rumors that, since Mineman is classed as a critical rate, MNCs are not considered for it. Is this true?

Also, if it is possible for MNs to get recruiting duty, do they serve in that capacity during their entire three and a half-year shore duty tour? — H.J., MNCA, USN.

• Those rumors you heard are, like most rumors, largely untrue.

A limited number of MNs will be ordered to recruiting duty. The only exception would be if you carry NEC 0771 reflecting certain special training, in which case you would not be eligible.

Those MNs who are ordered to recruiting duty are ordered for a normal 42-month tour. — Ed.

### ID Cards for Liberty

SIR: The BuPers Manual now lists in Article C-6210 the new policy for issuing liberty cards to men in pay grades E-1 through E-4, and notes that regular ID cards (DD Form 2N) suffice as liberty identification for petty officers 2nd class and above.

Another section of the Manual (Article B-21033), which deals with the preparation of ID cards, shows the correct entry to be made in the "Grade" section is "Non Petty Officer" for non-rated men, and PO3, PO2, etc., for petty officers.

Does this mean all petty officers 2nd through Master Chief should immediately be issued new ID cards which show their grade, or are the old cards good enough for liberty, with no other identification necessary? — P.I.B., YN1, USN.

• Nothing in the new liberty card procedure spells out the need for a mass reissue of ID cards. However, commands which authorize men to wear civilian clothes on liberty should issue new cards which show the correct grade for PO2s and above. Otherwise, unless unusual identification problems arise, cards should be reissued on a routine replacement basis. — Ed.

### Semaphore Separative Sign

SIR: I have a question regarding the use of the separative sign in semaphore.

Am I correct in contending that while transmitting to one ship, and thus using directional procedure, use of the separative sign is not necessary; in transmitting to two or more ships simultaneously, however, and using nondirectional procedure, use of the separative sign is necessary? — W. S., SM1, USN.

• Sorry, but you're wrong. The terms "directional" and "nondirectional" are not applicable to semaphore transmissions. In visual signaling, these terms



apply only to flashing light. In visual signaling the separative sign is used in accordance with Art. 221 of ACP 129 (B) (Communication Instructions — Visual Signaling Procedure). You can also find examples which illustrate the use of the separative sign in semaphore transmission in Art. 608.g of the same publication. — Ed.

#### Listing Blood Type on ID Card

SIR: Is there sound reasoning behind the omission of individual Rh blood types (positive, negative) from both officer and enlisted ID cards and dog tags, both of which are supposed to be in the possession of Navymen for identification and emergency purposes?

In New York City, where I am presently stationed, just two of many recent incidents seem to indicate that if the Rh factor appeared on ID cards and tags, much trouble and grievance could be avoided.

(1) One of our city hospitals made an appeal both in newspapers and on radio for blood donors with A negative type blood. They didn't need A positive plasma at that time. If my ID card shows simply A type blood, how am I to know if it's negative or positive?

(2) In an emergency, an individual had been given blood with the wrong Rh factor. This proved fatal. — A.H.L., AG1, USNR.

• The Bureau of Medicine and Surgery, best equipped to answer your question, explains that there is sound reasoning behind the omission of Rh factors on ID cards and tags:

The inclusion of information as to blood type and Rh factor with other identifying data is of value primarily in screening prospective blood donors. The blood of both recipient and donor must be typed and tested for compatibility before any transfusion. If it is



GUIDED MISSILE cruiser USS Canberra (CAG 2) pulls into harbor at San Juan, P. R., for crew's liberty during 'Operation Springboard.'

ever necessary to administer blood to a recipient without these compatibility tests, a low titer type O, Rh negative blood, with the possible addition of AB substances, is used. Knowledge of the recipient's blood type and Rh factor is not alone sufficient to justify blood transfusions without such testing. In instances when a substantially large number of men have been typed as to Rh factor, later reviews showed a percentage of error as high as 15 per cent.

With regard to the usefulness of the Rh factor identification in time of disaster or actual combat, where a large number of casualties require

treatment, it is probable that blood derivatives and blood substitutes would be used to the greatest extent possible. Whole blood, when used, would probably be type O without reference to the Rh factor. The present practice of determining and recording blood type serves chiefly to identify possible O donors.

Also, the present design of ID cards and tags would permit the inclusion of Rh type, but tags would have to be modified and new ID cards issued to each man. The limited advantage of having this information would be more than offset by the work involved in determining and recording it. — Ed.

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# A Salty

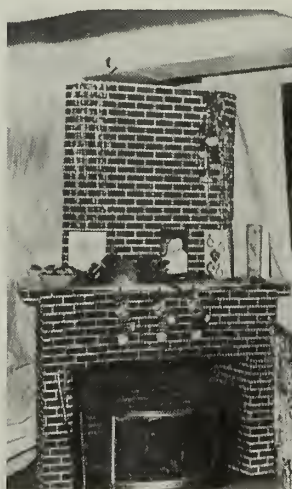
**C**OLORFUL DECORATIONS on trees, gaily wrapped packages, kids chatting with Santa and the sound of such songs as *Silent Night* and *Jingle Bells* can mean only one thing. Christmas 1961 is close at hand.

Anticipating the forthcoming holidays, U. S. Navy-men the world over are in the midst of planning their activities to make this the most festive occasion of the year.

For Bluejackets on stateside shore duty, as well as for those in ships remaining in United States ports during the holiday season, leave will be granted, wherever possible, to enable Navymen to celebrate Christmas at home with family and friends.

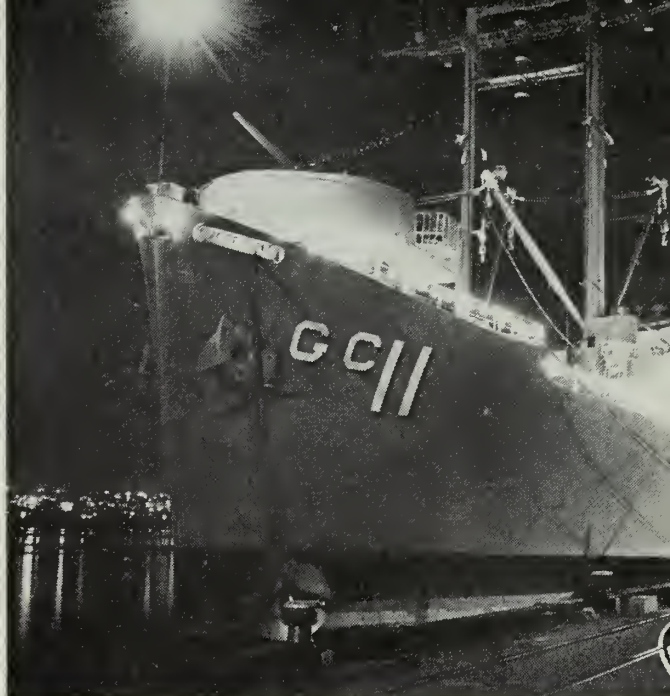
And for Navymen duty-bound or thousands of miles away from home when December 25th rolls around, there will be packages from home, greeting cards from friends and, of course, a traditional Navy-style turkey dinner with all the trimmings to help them get into the Christmas spirit.

Also, for those who spend the Yuletide holidays in ships and on stations throughout most of the world, there will be plenty of activities to keep them occupied. There will be trees to trim, decorations to make and display, children to entertain, and the annual Christ-



**ALL HANDS**





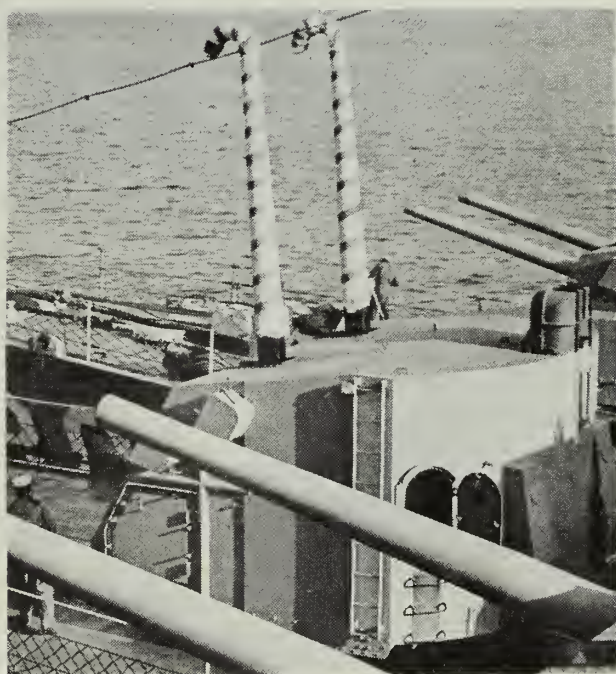
# Christmas

mas party, to mention only a few of the festivities.

This year, as in more past years than most of us care to remember, Navymen, regardless of where Christmas may find them, can and will celebrate the age-old holiday in a most joyful and colorful manner.

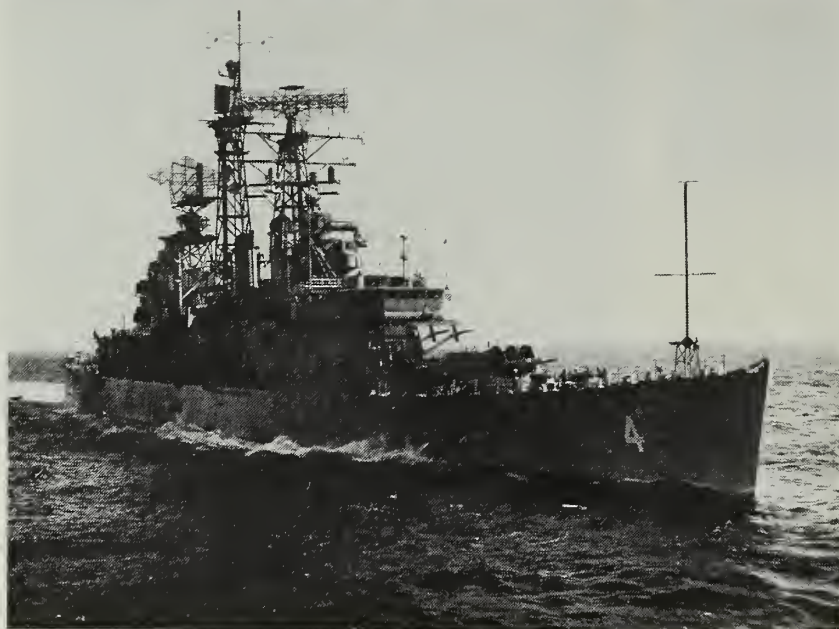
*Clockwise from top left:* (1) and (2) Examples of the holiday spirit of destroyerermen are displayed by ships of Destroyer Force, U. S. Atlantic Fleet at Newport, R.I. (3) Pacific Fleet Amphibious Force flagship *uss Eldorado* (AGC 11) lends the look of Christmas to the harbor at Sydney, Australia. (4) Dressing up for Christmas, *uss Henry W. Tucker* (DD 875) transforms a gun mount with giant "candy" canes. (5) Ships of CORTRON 14 add their crews' efforts to other shipboard displays at the Destroyer Piers, Newport, R.I. (6) A Christmas party is made complete by Santa's visit. (7) A touch of home at Christmas is apparent in a living compartment of *uss Eaton* (DDE 510). (8) Japanese girl aboard *uss Coral Sea* (CVA 43) at Sasebo thanks Santa for her package. (9) C. L. Smith, ADCS, USN, holds one of the guests at a Christmas party given for needy children aboard *uss Intrepid* (CVA 11).

— Able T. Register, JO1, USN





# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**REPLACEMENT**—The guided missile cruiser *USS Little Rock* (CLG 4) has relieved *USS Northampton* (CLC 1) as flagship for U. S. Second Fleet.

## **Blueback Breaks a Record**

The diesel-powered submarine *uss Blueback* (SS 581) has traveled submerged from Yokosuka, Japan, to San Diego, Calif., a distance of 5340 miles. The underwater trip home took 23 days, and established a new record for a submerged transit by conventional underwater craft. It broke a previous record of 5280 miles in 21 days, submerged, which was set in 1951 by *uss Pickerel* (SS 524).

During the underwater trip from the Orient, *Blueback* surfaced twice to transfer personnel. The submarine cruised submerged into an Alaskan port, surfaced to allow the ship's

hospital corpsman to go on emergency leave, and then submerged again. When the corpsman's relief arrived, the ship surfaced, took him aboard, and then submerged for the remainder of the trip across the Pacific.

*Blueback*, latest diesel-powered submarine built, is one of three *Barbel*-class subs. Their whale-shaped hulls place emphasis on submerged speed and greater maneuverability.

*Blueback* and a sister ship, *Bonefish* (SS 582), have been homeported in San Diego as units of Submarine Flotilla One since being commissioned in 1960.

## **Exercise Sea Shell**

More than 10,000 men embarked in 150 ships, submarines and aircraft took part in Exercise Sea Shell, an international antisubmarine warfare exercise, off the west coast of the United States in October.

The exercise, in which forces of the United States Navy, the Royal Canadian Navy and the Royal Canadian Air Force took part, was to provide training under various conditions of antisubmarine warfare and to strengthen combined United States and Canadian capability in antisubmarine warfare.

The opposing force in the exercise was made up of subs from the Submarine Force, Pacific Fleet, including *uss Razorback* (SS 394), *Menhaden* (SS 377), *Diodon* (SS 349), *Sculpin* (SSN 590), *Charr* (SS 328), *Sea Fox* (SS 402), *Spinax* (SS 489) and *Catfish* (SS 339).

Other U. S. units included four auxiliary ships—*Guadalupe* (AO 32), *Taluga* (AO 62), *Rainier* (AE 5) and *Pictor* (AF 54) and six destroyers. These were *Lyman K. Swenson* (DD 729), *Collett* (DD 730), *Blue* (DD 744), *Shelton* (DD 790), *Black* (DD 666) and *Trathen* (DD 530).

## **Valcour Travels**

In the best tradition of seeing the world, some Navy ships occasionally visit little known countries that rate more than a casual mention in letters home. As *uss Valcour* (AVP 55) sees it, such tours are strictly routine—for *Valcour*, that is.

During the past 12 years *Valcour* has made 12 six-month cruises to the Persian Gulf and Indian Ocean areas, visiting such places as Mahe Island (1000 miles east of Zanzibar), which is considered by many travelers as being one of the few true island paradises still remaining.

On this year's cruise, she first stopped at Rota and Barcelona in Spain, then Monaco, Naples, the Isle of Rhodes, and Aden Protectorate. Cruising along the east coast of Africa, the seaplane tender tied up at Mogadiscio in the year-old Republic of Somalia, and at Mombasa, Kenya.

## **YESTERDAY'S NAVY**



On 12 Dec 1941 the Naval Air Transport Service (NATS) was established. On 16 Dec *uss Wright* (AV 1), the Navy's first seaplane tender and balloon carrier, was commissioned at New York. On 17 Dec 1862 Baton Rouge, Louisiana, was occupied by a combined force from six naval vessels and several Army transports. On 20 Dec 1822 Congress authorized the fitting out of a squadron for the purpose of repressing piracy and protecting U. S. citizens and commerce. On 23 Dec 1898 the island of Guam was placed under the control of the Navy Department.



Her visit to Mahe Island marked the second successive year *Valcour* has visited the Seychelles Archipelago. When she stopped there in 1960 she was the first U. S. Navy ship to do so in 48 years. Following a stop at Bahrein Island, which the crew says is their home away from home, *Valcour* went to Bombay, Karachi, Abu Dhabi, Abadan and Ras Tanura.

Returning to her home port at Little Creek, Va., where she is presently in drydock for repairs, *Valcour* stopped at Aden, Malta, Malaga and Seville in Spain, and at Monrovia, Liberia.

## Mechanical Porpoise

A mechanical "porpoise" for use in oceanographic studies is being developed under the sponsorship of the Office of Naval Research and the Navy Hydrographic Office.

The device, nicknamed the *Porpoise* because of its ability to dive and surface, is to be about 12 feet long and 21 inches in diameter. In one of its first applications, if tests are successful, it will be instrumented to obtain water temperature profiles during its dives and ascents. (Sharp differences in water temperatures at certain depths make sonar detection difficult.)

The *Porpoise* would be dropped overboard from a tending ship and its ballast tanks would fill with ocean water, enabling the craft to descend at a pre-determined angle. When the *Porpoise* reaches the desired depth, high-pressure air would be released into the ballast tanks, expelling the water and making the vehicle rise to the surface again.

When the *Porpoise* surfaces, a balloon inflated inside a net would make it easy to grasp the net with a boat hook and haul the *Porpoise* aboard the tender.

The vehicle would operate automatically after launching, without any control from the tending ship. It should be capable of comparatively long-range operations at varying depths and speeds with a small fuel consumption.

## Talent in the Navy

Some 8000 Navy enlistees are currently taking a battery of psychological tests to find out how Navymen stack up against their civilian counterparts. The tests will compare their aptitudes, achievements, interests and personalities.



**SURFACING**—Mechanical 'porpoise,' shown in artist's conception and designed for underwater oceanographic studies, is being built for Navy.

This study, called *Project Talent*, is being carried out by the American Institute of Research under contract to the Office of Naval Research for the Bureau of Naval Personnel.

At the civilian end of *Project Talent*, nearly one half a million secondary school students throughout the country were tested. In addition, individuals in the same age group who either were not in school or were in lower grades were also sampled. Arrangements have been made for periodic follow-up of the test population to relate later behavior to test results.

## Landing Party

Like many combat ships, *USS Providence* (CLG 2) carries a landing party, or group of Marines and regular crew members trained for

ground force operations. The *Providence* landing party is composed of five officers and 106 enlisted men, plus 43 Marines.

The Navymen of the landing party don't claim to be infantry experts. This duty is secondary. They perform and train for it, in addition to their regular shipboard jobs. The men don't even boast of being "the best dum landing party in the Navy."

In spite of this modest behavior, some exploits of the *Providence* landing party were made known recently, not by the Navy, but by the Marines at Camp Pendleton, Calif. Here's their report:

Night compass march, combat in towns and field fortifications, all familiar training subjects to the Marine, have become well known to some of the deep-water sailors on board *Providence*. The 111 Navymen who serve in the cruiser's landing party recently spent a week at Pendleton undergoing individual combat training to learn some of the basics with which all infantrymen must be familiar.

Although the landing party would not normally participate in a major shore effort, the training should enable the men to handle various military duties ashore—for instance in civil disorders or disaster relief situations.

Hand-to-hand combat, hiking and obstacle courses were included in the week's workout.

The Leathernecks didn't say whether or not they enjoyed putting the Navymen through their paces.



**MEMBERS** of *USS Providence's* (CLG 2) landing party climb wall during training at Camp Pendleton, Calif.





BATTLESHIP *North Carolina* (BB 55) is towed to permanent home in Cape Fear River at Wilmington, N.C.

### Three-Year Freeze

A floating "Little America" may be in the offing for studies of the Arctic. The Office of Naval Research and Bureau of Ships are exploring the possibilities of freezing a ship into the Arctic ice pack for a three-year scientific research program.

Such a ship would have several advantages over stations now established on floating ice islands. Many physical hazards, for example, such as ice disintegration, would be eliminated. Also, the larger and more sensitive laboratory facilities of a ship would allow a wider variety of studies. (The establishment of Antarctic-type stations in the Arctic region is impossible because there are no large land masses.)

Similar projects by Arctic explorers have been undertaken previously, although not on the scale which is now proposed by the Navy. The first ship to do it was Norwegian. From 1893 to 1896 it drifted with the ice from the northeastern coast of Siberia to north of Svalbard (Spitsbergen).

In the early 1920s another Norwegian ship attempted to drift into the Arctic, but was confined to the coastal waters off Siberia.

Now, as ONR sees it, a research ship locked in the ice could not only drift with the pack, but would also have a standby propulsion system which would enable it to maneuver through cracks or leads.

If the program is adopted, the ship to be used would have to be able to withstand rigorous conditions and provide sufficient space for elaborate laboratory equipment and comfortable living accommodations.

### Deep Freeze VII

The cold weather Navy's annual Operation Deep Freeze missions to the Antarctic are once again underway. *uss Vance* (DER 387), of Pearl Harbor's DesFlot 5, was one of the first ships to shove off for Deep Freeze VII, and is now operating from Dunedin, New Zealand.

*Vance's* job is to provide navigational aid and report weather conditions for logistic flights. Until April 1962, when she is scheduled to return to the U. S., *Vance* will spend 30 days on sea patrol for each three or four days of replenishment and liberty at Dunedin.

The ship is the second Hawaii-based DER to participate in Deep Freeze expeditions. Last year, *uss Wilhoite* (DER 397) was on station between Christchurch, N. Z., and McMurdo Sound, Antarctica, as a supporting unit of Deep Freeze VI.

### TENOC 61 Looks Ahead

A 10-year expanded oceanographic program has been outlined before the House Appropriations Subcommittee by RADM E. C. Stephan, the Hydrographer of the Navy.

The program, christened TENOC-61, envisions spending more than \$900 million in nine major fields before 1970.

Although the Navy increased its efforts in oceanography beginning in 1958, it has become increasingly apparent that a greater oceanographic program is necessary.

The National Academy of Sciences Committee on Oceanography (NASCO) reviewed the over-all needs of the nation with regard to oceans and, in 1959, proposed a

comprehensive national program designed to double the nation's oceanographic effort in the sixties.

The original program, called simply TENOC, formed the basis for the NASCO recommendations. The program covered only the basic research efforts of private oceanographic laboratories which were supported by the Office of Naval Research.

For this reason, a new plan was developed to cover all research and development in oceanography which the Navy could reasonably hope to accomplish in one decade.

The program, which has been endorsed by the National Academy of Sciences, Congress and the President of the United States, is in nine parts.

Survey data will include bathymetry (measuring the oceans), and information on gravitational and magnetic fields, currents, temperature and other characteristics of the water and the ocean floor which influence naval operations. A tenfold increase in basic data collection by fleet units will be sought during the decade.

A forecasting program envisions a marine environment prediction system in operation by 1965. This will expand a program now in existence, and will enable oceanographers to further forecast the movements of sea ice, currents and other factors. This will make it possible to route ships in order to make the best use of natural sea conditions. The information gained will also be of considerable use in amphibious, submarine, mine warfare and nuclear warfare operations.

An expanded effort in dissemina-



tion of oceanographic information will be made through the National Oceanographic Data Center. The data center is a central repository and processing facility for all types of oceanographic information.

During the next 10 years, the center will complete the processing of its archives into machine records and expand its program of data exchange with foreign countries.

The Hydrographic Office will also make a major effort towards updating publications such as marine atlases, which will be keyed to data stored in the machine records of the Data Center.

The military oceanographic program will include investigative studies of acoustics, magnetics and gravity, other physical properties of the sea, marine biology, Arctic operations and deep sea phenomena.

The oceanographic fleet will be expanded from the present 13 survey ships and 20 miscellaneous craft which vary in size and type from cargo and patrol hulls to the bathyscaph *Trieste*. (About 30 additional ships and craft are operated by civilian institutions under Navy oceanographic research contracts.)

The TENOC-61 program calls for the construction of 35 new ships. Sixteen of these will be survey ships, eight of which will replace existing ships. Eight of the new surveying ships will be assigned to coastal surveys to improve marine charts. Five will carry out broad oceanographic surveys throughout the world and three will be used for specific projects for military systems development.

Eighteen new ships (of which seven are to replace existing ships) will be used in research. Twelve of these will be assigned to basic research projects and six to military oceanographic projects directly sup-

porting weapon and equipment developmental efforts.

One ship will be a tender for the bathyscaph *Trieste*.

The program will also bring about an improvement in instruments which record data on the oceans.

Facilities for research — both specialized and basic — will be expanded, and efforts will be made under coordination of the Office of Naval Research to increase the number of colleges and universities offering programs in oceanography.

## Checkmate II

The two-day NATO exercise, *Checkmate II*, was the largest, most complex training maneuver ever staged by NATO in southern Europe. It involved thousands of Turkish, Greek and American soldiers, sailors, airmen and Marines in intensive simulated warfare in Turkish Thrace.

The exercise began when landing craft arrived on the beaches of Saros Bay, on the southern coast of Turkey, at 0600 of the first day. The ramps fell into the water, and the first wave of U. S. Marines hit the beach, followed at brief intervals by still more Marines and Greek soldiers. Heavy equipment, including tanks, was brought to the beach by scores of landing craft, ranging in size from small personnel lighters to landing ships holding hundreds of men and tons of vehicles.

Thirty minutes after the amphibious operations began, 2000 U. S. paratroopers of the 327th Infantry, 101st Airborne Division, augmented by Turkish and Greek jumpers, hit the silk over Uzumkopru, 50 miles from Saros Bay. An assortment of vehicles, weapons and other equipment was included in the drop.

Operational plans called for a



**SHADOWING**—Navy's F4H Phantom claims international low altitude speed record of 902.769 mph.

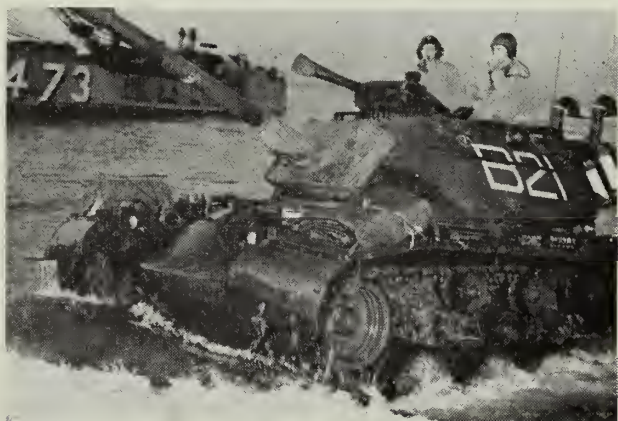
link-up between the amphibious forces that landed at Saros Bay and the airborne force and the Turkish First Army whose elements were deployed throughout Thrace.

Turkish soldiers worked their way toward the two forces. United States Marines and Greek soldiers pushed inland from their beachhead while the paratroopers spread outward from their airhead throughout the day.

The Greek, Turkish and United States land, sea and air forces completed their link-up on schedule and brought the exercise to a successful close.

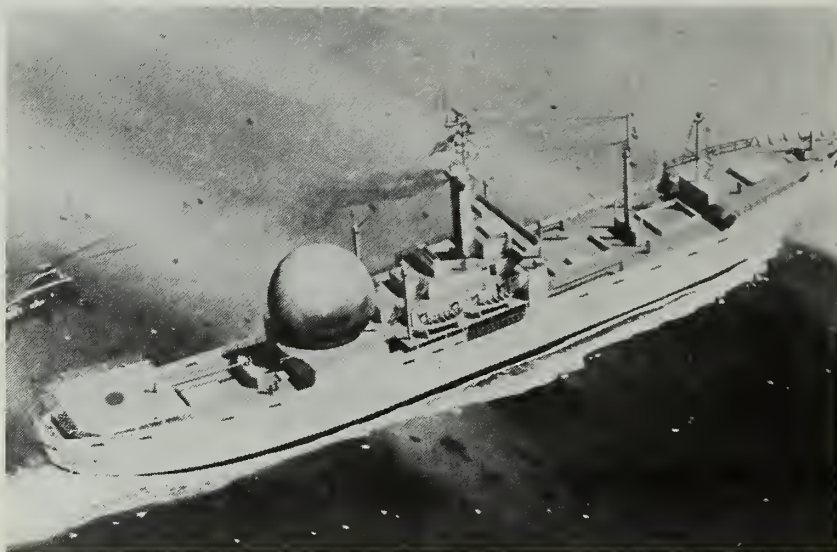
*Checkmate II* had been in the planning stage for a long time, and the planning paid off with a smoothly executed and well-conceived maneuver. The operations in Thrace, as well as the operations held simultaneously along Italy's northern Adriatic coast, were termed a complete success.

The exercises demonstrated the ability of NATO forces to reinforce the Greek-Turkish area rapidly and effectively from a distant point.



**LANDING** craft with Marines and tanks establish beachhead in *Checkmate II* exercise in Mediterranean.





NEW LOOK—Artist's conception shows how USNS Kingsport Victory (T-AK-239) will look when converted to satellite communication ship.

### Cruiser-Destroyer Flotilla

A reorganization of the Cruiser-Destroyer Force of the U. S. Pacific Fleet will take place throughout the remainder of this year and 1962. It will represent changes necessitated by new developments, modern weapons and new ideas. The reorganization is largely administrative.

The new plan is called the flotilla concept. It combines one cruiser and two destroyer squadrons into a unit called a cruiser-destroyer flotilla, which will be commanded by a rear admiral.

One of the destroyer squadrons will be equipped for antisubmarine warfare while the other will be equipped with surface-to-air missiles for antiaircraft interception.

The first change was made when Cruiser Division Three was replaced by Cruiser-Destroyer Flotilla Nine. Other changes will take place slowly so the transition will not result in undue hardship for any force units.

Later there will be a Cruiser-Destroyer Flotilla Three, homeported at Long Beach, and Flotillas Seven and Eleven will be established at San Diego.

### Puffinus Tenuirostris

If a small, pigeon-sized bird known as the short-tailed shearwater could talk, it might be able to tell the Navy a thing or two about direction finding. Unfortunately, the shearwater isn't vocally inclined. It does, however, have some rather interesting migratory habits, and, as a result, is the subject of a study in

direction finding now underway by the Office of Naval Research.

Through field and laboratory experiments, ONR is attempting to determine what role the bird's environmental influences and physical makeup play in its migratory habits. The studies could lead to new knowledge which might be used in the design of military equipment and techniques.

The shearwater, more scientifically called *Puffinus tenuirostris*, crosses the equator twice in the course of an annual migratory flight. It leaves its Australian breeding grounds each April, flies around the Pacific via Formosa, Japan, the Aleutians and the west coast of the United States, then returns home in September. Its migration is completed within the same 12-day period each year.

ONR also is investigating the possibility that external clues the birds follow in the course of their migration may have military uses.

### Maine Radio

The U.S. Naval Radio Transmitting Station in Cutler, Maine, the Navy's newest and most powerful radio transmitting station, and probably the most powerful radio station anywhere, is now open and doing an active business.

The new station, with rated power of more than 2,000,000 watts—4 times more powerful than any transmitter in the United States—was completed one full year ahead of schedule. Cutler's first greeting was beamed from its nearly 1000-foot

towers on 4 Jan 1961 to Navy officials in Washington, D.C.

Once a remote wilderness, Cutler is located about 20 miles south of Eastport, Maine, the most northeasterly point in the United States. The station site is about 3000 acres, of which 2850 are devoted to the very low frequency transmitter and antenna site, and the remainder to the high frequency and administrative areas.

The Cutler site was selected primarily because the peninsula on which the station is now built is large enough to accommodate the antenna system of 26 towers in two separate arrays. Each consists of a central tower 980 feet high, six intermediate towers 875 feet high, and six outer towers 800 feet high. The two central towers are over a mile apart.

Cutler is bounded on three sides by sea water, which was another major consideration in the selection of the site. Sea water is an excellent conductor of electricity and a vital element of the installation's ground system.

The mission of Cutler, with its superior communication facilities using both high and very low frequencies, is to provide adequate transmission to all units of the Fleet in the North Atlantic, Arctic Ocean and Mediterranean waters. It will also be used for weather broadcasting, standard time and frequency broadcasts, and scientific investigation.

The Cutler project was started on 13 Jan 1958. During the peak period of construction, there were over 1500 persons employed.

The core of Cutler is the reinforced concrete transmitter building, which has 25,000 square feet of floor space and is located midway between the two antenna arrays. Its power plant is capable of turning up in excess of 15 million watts for station demands and for VLF transmission. The station, however, will normally broadcast with two million watts.

During construction Cutler required 100,000 cubic yards of rock excavation; 2.5 million yards of earth excavation; 2800 acres of clearing and grubbing; 35,000 cubic yards of concrete for tower and anchor foundations; 12,000 tons of steel for towers; 3000 tons of steel bridge strand for guys and hoists; and 750,000 pounds of one-inch and



1½-inch conductor wire. Further construction quantities include 2000 miles (1,000,000 pounds) of copper wire, which is buried 12 inches in the ground, and 40 miles of utility lines. The station also has 12 miles of roadways.

Weather should be no problem for the Cutler station. Although icing on the wires cannot be prevented, the wires will be able to withstand three inches of radial ice. And, even if the ice does reach this thickness, both groups of towers are equipped with electrical de-icing circuits for melting the ice. One group can be de-icing while the other is operational. The towers will be able to withstand winds up to 175 knots.

Only two other naval VLF stations, one at Annapolis, Md., and the other at Jim Creek, Wash., are like Cutler, but neither can compare with Cutler in size or output. The Navy also has four other VLF transmitting stations.

The VLF radio station at Cutler cannot receive signals. The high frequency component, however, will have both transmitting and receiving facilities.

A generating plant aboard the station provides the power for Cutler. It can produce about 15,000 kilowatts, or enough to furnish all the electrical power for 37,000 families (based on the New England average). About 3,000,000 gallons of fuel will be used at Cutler annually.

Historically, the Cutler Radio Station is a lineal descendent of the Navy's first high-powered radio transmitting station located at Arlington, Va. The call letters at Arlington — NAA, — were known to naval and merchant radio operators the world over. It furnished continuous service from 1912 until

**SPEEDY**—USS *Turner* (DDR 834) claims underway refueling record after rigging both stations for fuel from USS *Aucilla* (AO 56) in 105 seconds.



**PADDLE-LIKE** blades revolve in circular orbit to propel Navy's experimental craft LCU 1620 undergoing trials at San Diego, Calif.

it was supplanted by Navy Radio Washington, D.C., located at Annapolis, Md.

Cutler has the historical radio call sign NAA. The VLF transmitter can send 25 words per minute on off-keying and 60 words per minute FSK (Frequency Shift Key).

### Among Virginia's Finest

Two new nuclear-powered, *Polaris* submarines now under construction will be given the names of two of the Commonwealth of Virginia's most illustrious sons. Both are scheduled to join the Fleet in late 1963.

SSB(N) 624, now building at the Mare Island Naval Shipyard, Vallejo, Cal., will be named USS *Woodrow Wilson*, after the 28th President of the U.S. The great but unsuccessful champion of American membership in the League of Nations fol-

lowing World War I, Mr. Wilson served as President from 1913 to 1921.

SSB(N) 625, under construction at Newport News, Va., will perpetuate the name of Virginia-born *Henry Clay* (1777-1852), brilliant orator and statesman, who served his country both as long-time Speaker of the House and as U. S. Senator (from Kentucky) during more than half a century's involvement in U. S. politics.

### Experimental Amphib Craft

A new development in amphibious landing craft is undergoing trials at the Pacific Fleet's amphibious base at San Diego.

The experimental LCU 1620 (utility landing craft) features a propeller of six paddle-like blades which revolve in a circular orbit to propel the craft. The variable pitch blades jut downward from the ship's bottom and rotate on a vertical axis.

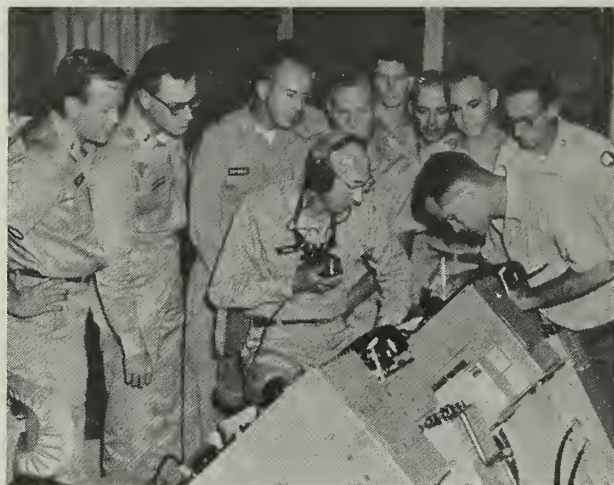
The principal advantage of the propeller is that it does away with the need for rudders, stern tubes and struts, thus eliminating the resistance they cause.

The 135-foot experimental craft is capable of speed in excess of 11 knots. It can transport motor vehicles, artillery, machinery, troops and from three to six tanks.

The new design is more maneuverable than landing craft equipped with screw-type propellers.







ARMY OFFICERS from Fort Stewart, Ga., tour Navy's CIC School during an exchange visit to NAS Glynco, Ga.



### Dixie Has Been FRAMmed

One of the Navy's real veterans, the destroyer tender *uss Dixie* (AD 14), has already lived a full life since her commissioning in 1939, mothering hundreds of fighting ships through two wars and assorted other capers, plus plenty of peacetime years.

At an age when many another ship is ready for the Reserve Fleet or the scrap heap, however, this old girl isn't about to retire. Given a new lease on life through the medium of a recently-completed four-month FRAM (Fleet Rehabilitation and Modernization) overhaul at the Mare Island Naval Shipyard, *Dixie* is back in San Diego. She is also, once again, flying the flag of Commander Cruiser-Destroyer Force, Pacific Fleet.

During her recent shipyard session, extensive repair facilities for both drone antisubmarine helicopters (DASH) and antisubmarine rockets (*Asroc*), as well as additional spaces for berthing and staff officers, were installed aboard the 16,700-ton *Dixie*.

Most noticeable "new looks" topside aboard the veteran repair ship are a helicopter landing platform for DASH repairs and maintenance, and a new deck house, on the boat deck level, housing flag offices.

Internally, *Dixie* has been provided with increased electrical power and improved terminal connections adequate to supply the alongside power requirements of the newest and largest destroyers. Her torpedo shop has been increased in size, and now carries the necessary equipment for maintenance and repair of *Asroc*, plus special storage spaces for that

missile. Her machine shop has been decked over to provide necessary additional space. Equipment to repair and maintain the advanced electronics gear carried by the newer ships has been included. A conveyor system has been added to help speed up the transfer of supplies to support destroyers, and her crane capacity has been upped from 20 to approximately 30 tons.

Launched in May 1939, *Dixie* roved over a good share of the Pacific during World War II, tending destroyers at New Caledonia, the Solomons, the New Hebrides, the Netherlands East Indies, New Guinea, the Carolines, the Philippines and Okinawa.

After almost four years overseas, she returned to the U.S. in late 1945, but got underway again the following April for Bikini Atoll and the first post-war atom bomb tests. She then returned to San Diego once again, and tended her brood there until early 1949, when she sailed to the Far East. She operated near Tsingtao, China, until that area fell to Chinese Communist forces late that spring.

When fighting erupted in Korea, *Dixie* upped anchor again and sailed for Japan. Throughout that conflict she performed her usual first-class repair and maintenance job, and even got in a few licks herself when her guns helped bombard the enemy-held coastline in January 1951.

Since the end of Korean hostilities *Dixie* has alternated between tending destroyers on the West Coast and performing assorted repair and maintenance duties with the Seventh Fleet in the Far East.

### Antarctic Mail Call

On the first of October, the dawn of the polar day broke the sub-zero, six-month-long night at Antarctica. A week later, two *Hercules* C-130s of Air Development Squadron Six made their way toward the ski runway at McMurdo Sound.

The planes were the vanguard of many which would bring mail, visiting scientists and summer stockpiles of food and other supplies.

The flight had been scheduled to arrive a week earlier, but a spring blizzard dumped tons of snow on the ice runway at Williams Field, which had just been cleared after days of work in temperatures from 40 to 50 degrees below zero.

The first two planes brought in engineers, technicians, meteorologists, snow compaction teams and other key personnel with special skills necessary to complete advance preparations for summer activities.

The first plane also carried a supply of fresh fruits, vegetables and milk from New Zealand—a welcome supplement to the diet of the wintering-over party, which had been denied them during the six-month Antarctic night.

The men were able to catch up on news from home, too. Hundreds of pounds of mail were brought in on the first flight—part of more than 3800 pounds which have piled up at Christchurch, New Zealand, since last April.

The planes returned to New Zealand carrying some of the 150,000 philatelic covers for stamp collectors all over the world. The covers were cancelled by the men of the wintering-over party during their leisure and off-duty hours.



## A Heap for a Heli

It takes a heap of provisions to keep the hungry sailors of a U.S. Navy task force going. Underway replenishment from store and reefer ships becomes a frequent and time-consuming necessity.

If a now-being-tested device called HEAP works out as expected, however, it may help to speed things up considerably in the future.

HEAP, a conveniently shortened form of "helicopter extended area platform," has been installed aboard the Atlantic Fleet Service Force store ship *uss Rigel* (AF 58) for evaluation.

A four-and-a-half ton steel "arm," it extends 26 feet over the starboard side opposite number three hold when in position. When not in use, it can be stowed upright against the number two kingpost, leaving *Rigel's* deck clear for working.

Here's how HEAP works.

Riding on top of the extended rig is a seven-foot-square dolly, which transports provisions or cargo from the hold to the end of the platform. A pallet-load of cargo is placed on top of this dolly while it is at the inboard position. Then a self-contained winch drives the dolly with its load out to the end of the arm. There it is picked up by a hovering helicopter.

Potential uses for HEAP could be well-nigh unlimited.

Most valuable of these may prove to be the replenishment of smaller ships of the force while simultan-



**STARBOARD APPROACH**—A Navy helicopter hovers near newly installed area platform, which is being tested aboard *USS Rigel* (AF 58).

eously replenishing an aircraft carrier with high-speed rigs.

It may also be the answer to the problems currently posed by many smaller ships — destroyers, minesweepers and small oilers, for example—with which the normal manner of underway, ship-to-ship replenishment is slow and tedious owing to the smaller vessels' inadaptability to high-speed rigs.

If HEAP fills the bill, and is eventually adopted for Fleet use, the Navy will have a sister service to thank for its new resupply tool. The

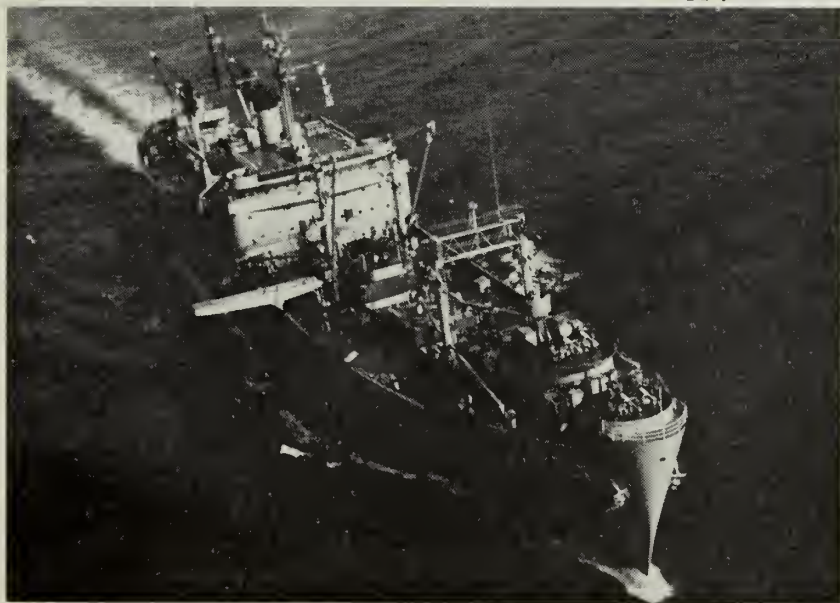
Navy's HEAP is a slightly altered version of an original model developed by the Army Transportation Corps' Research Command at Fort Eustis, Va.

## MSOs in Southern Philippines

Goodwill through a two-week tour of eight southern Philippine ports the men of three Seventh Fleet minesweepers added some new make-friends techniques to the niceties customarily exchanged between Navyman and host. The crews of *uss Enhance* (MSO 437), *Lucid* (MSO 458), and *Guide* (MSO 447) — aside from dancing, touring, distributing U. S.-donated school textbooks and explaining to 20,000 visitors the operations of their ships — painted school rooms and rigged emergency lighting in a Masbate Province hospital and served as panelists on a Dumaguete radio show.

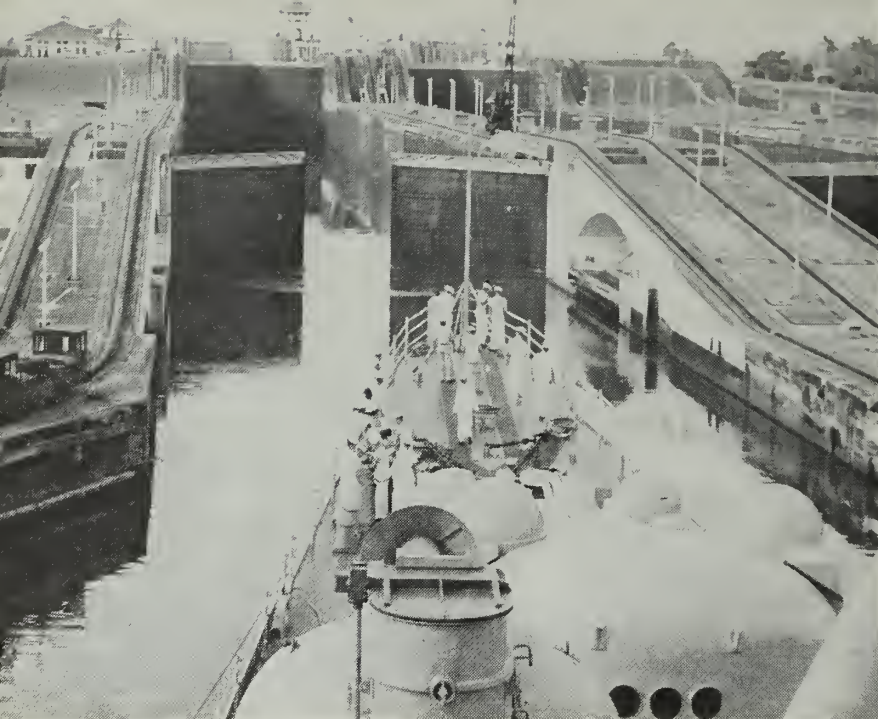
The men's athletic prowess, however, did not match their abundance of good will. Navy basketballers won but one game (by one point) while losing two to local teams, and the Navy men salvaged but one win in a series of softball contests.

Returning to their home port at Subic Bay, the men had plenty of stories to tell and souvenirs to display. *Guide's* commanding officer even showed up with a pair of monkey keys (a gift from school children in Oroquieta) chattering in monkey language on the bridge.



**ARM OF STEEL**—The store ship *USS Rigel* (AF 58) sports new helicopter extended area platform (HEAP) designed to speed replenishment.





GATES OPEN—USS Norfolk (DL 1) enters Gatun Locks while transiting Panama Canal en route to operations with South American navies.

### Athletic Carpenter

The Pearl Harbor-based escort destroyer *uss Carpenter* (DDE 825) has continued Destroyer Flotilla Five's amazing stranglehold on the Commander Cruiser Destroyer Force Pacific Athletic Award.

In copping the 25-year-old trophy in 1961, *Carpenter* was only doing what comes naturally for DesFlot Five units. It marked the eighth time in the last 11 years that a DesFlot Five ship has won the award, presented annually to the Pacific Fleet cruiser or destroyer possessed of the best all-around record in athletic competition.

*Carpenter*, runner-up for the award a year ago, racked up a total of 1196 points this time around, through participation in softball, basketball, bowling, tennis, golf, swimming, track and weightlifting.

### Cushing and Hailey to Brazil

Two wartime U.S. destroyers — *Cushing* (DD 797 and *Hailey* (DD 556)—were turned over to the government of Brazil last summer during transfer ceremonies at the Norfolk Naval Shipyard. The transfer was part of the Military Assistance Program. Both ships had been in and out of the Reserve Fleet several times since they were commissioned during World War II.

*Cushing*, which Brazil has renamed *Pernambuco*, was the fourth ship named in honor of oldtime

Navyman (1857-1874) CDR William B. Cushing, who rendered gallant service during the Civil War. He won special thanks from President Lincoln when he fitted his ship with a torpedo, attacked the Confederate ram *Albemarle*, and completely disabled her. Other ships named *Cushing* were a 139-foot torpedo boat and two destroyers (DDs 55 and 376).

The latest *Cushing* was commissioned in 1944, too late to see much WW II action, but soon enough to participate in major campaigns off Formosa and the Philippines. She shot down several enemy aircraft, operated with carrier strike forces, directed air patrols into battle, made numerous ocean rescues and worked off Okinawa as a picket ship.

Near war's end *Cushing* bombarded the Japanese mainland, then remained in Japanese waters until November 1945 when she returned to the U.S. and was placed in the Reserve Fleet.

In 1951 *Cushing* was taken out of mothballs and assigned to DesDiv 282 in Norfolk. For a year and a half she operated in the Atlantic, and was then assigned Pacific duty in the Korean area.

After Korea the DD continued around the world on a cruise which ended in Norfolk. She again operated in the Atlantic, with Norfolk as homeport, until 1955, then once more returned to the Pacific. Oper-

ating out of Long Beach *Cushing* made several WestPac cruises and conducted training exercises off the California coast, then late last year returned to the East Coast. She was once again placed in the Reserve Fleet and remained there until called up for MAP transfer to Brazil.

*Hailey*, now listed as *Parana* on Brazil's ship roster, was commissioned in 1943. Her original name was selected to honor CAPT Joshua Hailey, commander of an American privateer during the War of 1812.

*Hailey* earned seven battle stars during WW II campaigns in the Pacific while participating in the battles of the Marshalls, Marianas, Western Carolines, Leyte, Luzon, Iwo Jima, and Okinawa.

In 1946 *Hailey* was taken out of commission and mothballed in San Diego, but was reactivated and returned to the Fleet in 1951. She served in Korea for several months with Task Force 95.

For her remaining years of active U.S. service *Hailey* served chiefly in the Atlantic, and was finally transferred back to the Reserve Fleet in 1960.

### Union Brings Home the Fur

The attack cargo ship *uss Union* (AKA 106) traveled a "fur piece" into the northern Pacific not long ago — and the fur was really flying when she came back. Some 800 tons of it, as a matter of fact—which translates into more than 82,000 pelts.

That's a lot of coats and stoles in any league.

Pacific Fleet Amphibious Force supply vessels have earned and maintained over the years an enviable reputation for versatility and the "can do" spirit.

They've loaded, unloaded, off-loaded, picked up, delivered and otherwise shuttled around the Pacific uncounted tons of food, fuel and equipment — just about everything from the proverbial soup to nuts.

There've been some strange cargoes, and some weird missions, but few to top an annual round-trip trek conducted in late summer-early autumn for the past several years to the Pribilof Islands in the Bering Sea.

Primary purpose of the yearly jaunt has been the delivery of supplies, fuel and equipment to Bureau of Commercial Fisheries (U.S. Fish and Wildlife Service) employees



stationed on the bleak and fog-bound Pribilofs. An important side benefit, however, has been the transport back to the U.S. of this country's entire yearly supply of seal fur.

The Pribilofs are home base for the largest herd of fur-seals in the world. Each year during the late spring and early summer months they congregate by the thousands there, traveling from the far reaches of the Pacific to arrive at their northern rendezvous. Taking of the seals, and the labor involved in taking and preparation of the pelts, is performed by native Aleut inhabitants of the island, under the supervision of staff employees of the Bureau of Commercial Fisheries.

*Union's* recent trip was the Navy's last in these fur-gathering forays. A large cargo-type ship is being placed in service by the federal government to take over Pribilof Islands resupply tasks in the future.

*Union* departed Seattle in mid-August. In her holds she carried approximately 4000 tons of industrial and household supplies, coal and fuel oil, foodstuffs, trucks, building materials, clothing, electronics parts and five mechanized landing craft.

Arriving at St. George Island, southernmost of the Pribilofs, *Union* anchored 1000 yards offshore and commenced unloading operations. A bit later, when an increasingly heavy surf interfered, she up-anchored and moved on to St. Paul Island, where the landing was sheltered from the 20-25 knot winds.



**EARLY SHOW**—Welcoming hula dancers perform on pier for Navymen aboard *USS Fletcher* (DDE 445) upon ship's arrival at Kahului, Maui.

As wind and sea conditions continued to vary considerably, *Union* made a total of five trips between the two islands before completing the resupply mission.

The unloading operations helped give *Union's* 300-man crew a taste of what it was like in the old Navy. Among the items put ashore was coal—and *Union* sailors hauled some 8500 sacks of the stuff up out of holds and into cargo nets.

In addition to the sealskins, *Union* carried several civilians and their families on the return trip to

the states. A Navy nurse, LT Jean Ellis (one of the few women ever attached to a Navy combatant ship) was aboard.

Sealskins and passengers were delivered at Seattle, then *Union* continued southward to her home port, San Diego. And there, to cap a climax, COMPHIPAC placed an emphatic seal of approval on *Union's* conduct of her latest chore.

## GW Sails Inland

A Fleet ballistic missile type submarine named *George Washington* has been making many port calls inland at fairs and civic events in western Washington.

This particular submarine is not the same one that recently became the U.S. Navy's first operational FBM ship. This *George Washington* is a model built by W. G. Nowman, BUC, and T. N. Jeffery, AMH1, Navy recruiters at Seattle. LT. G. G. Williams, USN, Recruiting Aids Officer, drew the plans for the model submarine.

The hull of this model is made of plywood and pine dunnage salvaged from various naval activities in the Seattle area, and then covered with fiber glass. The model is mounted on a modified small boat trailer which has hinged plywood sides. These sides form a stage for the submarine while on display and enclose the model when traveling from show to show.



**LITTLE GEORGE**—T. N. Jeffery, AMH1, USN, stands alongside model of *George Washington* SSB(N) 598 he and another Navy recruiter built.



# THE WORD

## Frank, Authentic Information On Policy — Straight From Headquarters

• **TRAVEL CURTAILMENT** — Travel to Europe has been curtailed by the Defense Department during the augmentation of United States forces in Europe.

No government-sponsored travel will be permitted during this time unless it is absolutely essential to meet immediate needs. Requests must be completely justified before approval will be granted.

There will be no space-available travel to Europe until further notice, except for dependents of naval personnel and civilian employees and their dependents performing emergency travel or returning from leave to their permanent stations in Europe.

Even in these cases, travelers must have sufficient funds to pay for commercial transportation, because there is no assurance that space will be available aboard government carriers.

• **MORE NAVYMEN ELIGIBLE** for Pennsylvania bonus — if you are a resident of Pennsylvania, and were on active duty for at least 60 days between 25 Jun 1950 and 27 Jul 1953, you may be eligible for a state Korean bonus.

A new amendment to the Pennsylvania Korean Bonus Law has been enacted to provide a bonus for many career servicemen who were not formerly eligible.

The original act paid a bonus to all non-career servicemen who were on active duty during the Korean campaign, but to career servicemen only if they had been awarded the Korean Service Medal. The amend-

ment to the act removes the Korean Service Medal requirement and specifies that career servicemen may be awarded the bonus provided they can prove they were legal residents of Pennsylvania on 1 Jan 1961. ("Career servicemen" under this act are those who served four years' or more continuous military service immediately before the outbreak of the Korean conflict on 25 June 1950.)

Other qualifications which remain unchanged in the bill require that the veteran must have been a legal resident of the state at the time of his entry into the service, and he must have served at least 60 days on active duty between 25 Jun 1950 and 27 Jul 1953.

Payments are \$10 for each month's service between 25 Jun 1950 and 27 Jul 1954, with an additional \$5 a month going to holders of the Korean Service Medal for foreign service during the same period. This law also states that a veteran's World War II and Korean compensations combined may not exceed \$500.

Veterans who have been declared ineligible under the original law must file another application to be reconsidered. Applications and instructions may be obtained by correspondence with the Korean Conflict Veterans Compensation Bureau, Room 207, South Office Building, Harrisburg, Pa.

• **FOREIGN CARS IN OVERSEAS AREAS** — If you own a foreign-made automobile which you have purchased overseas since 6 Mar 1961, you will only be allowed to ship it at government expense to or from

13 areas of the world. These areas have been exempted from the Alnav 10-61 ruling which generally prohibited the government-expense transportation of foreign-made automobiles.

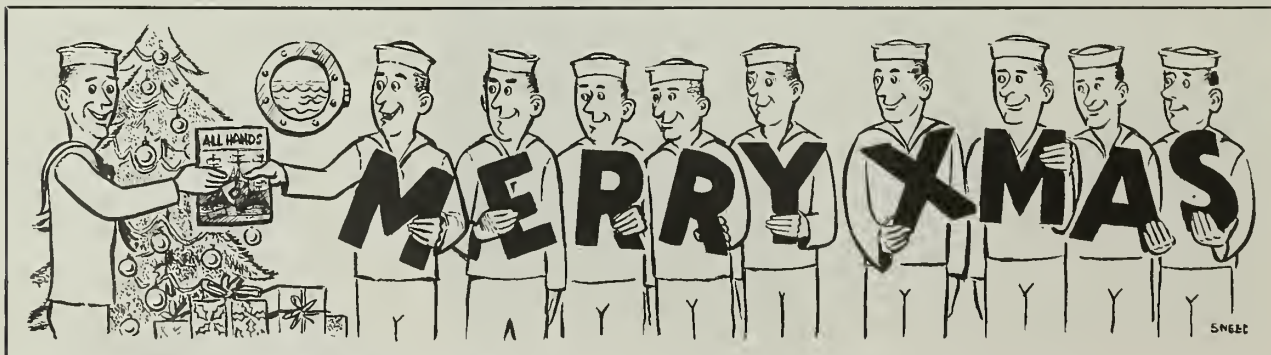
The 13 overseas areas include Bermuda (within limitations of Bermuda law), Indonesia, Hungary, Cyprus, Republic of the Congo, Eritrea, Bulgaria, Yugoslavia, Afghanistan, Malta, Poland, Ireland and areas around Holy Loch, Scotland (Argyll County and Gourock-Greenock Township). These areas are considered to have inadequate maintenance facilities for American-made automobiles.

It was also announced in the same SecNav message that Puerto Rico had been inadvertently omitted from Alnav 15-61, which contained a list of places not considered overseas areas under Alnav 10.

• **OPTION ACT CHANGES** — If you're making plans for retirement or transfer to the Fleet Reserve, several changes to the Uniformed Services Contingency Option Act, now renamed the Retired Serviceman's Family Protection Plan, should not only provide you with some mighty interesting reading, but may very well be one of the major guidelines you should use while planning your survivors' benefits.

This plan, under which you may elect to receive a reduced amount of retired pay in order to provide an annuity for your wife and or children after your death, has been amended. BuPers Inst. 1750.1C is currently being revised to incorporate the changes. Meanwhile, advance word on the changes has been distributed to the Fleet in NavAct 12. In general, here's what they are :

• If you have three years' service remaining before you retire with pay, you may now make an original



THAT'S THE SPIRIT—Remember nine other Navymen are waiting to read All HANDS Magazine, so pass it on.



election, a change, or a revocation. If you previously made an invalid election and wish to participate under the plan you must reapply.

- If your election under this plan is found void for any reason except fraud, it may be corrected at any time within 90 days after you are notified in writing that the election is void. The corrected election would be effective as of the date of the voided election.

- If you retire with pay after having made a valid election, the Secretary of the Navy may later permit you to withdraw for reasons of severe financial hardship when your participation would violate equity and good conscience. The absence of an eligible beneficiary will not in itself be sufficient basis.

- If you made an election on or after 4 Oct 1961, later retire with physical disability before you complete 18 years' service, and then die from a service-connected disability, your beneficiaries will not be eligible for this annuity if they are eligible to receive Dependency and Indemnity Compensation or Veterans Administration Death Compensation. (All premiums you paid into this plan, however, would be returned to your beneficiaries.)

- Under Option 3 of this plan, you may provide for allocating a part of the annuity to your surviving children who are not children of your surviving, eligible spouse.

- A change to or revocation of any valid election which has been in force for three years will be effective for those retiring on or after 4 Oct 1961.

- If you have completed 18 years of service and did not make an election, you may reconsider the advantages of this plan and may now be able to participate.

- **PERMANENT STATUS FOR WOs** — More than 1400 temporary warrant officers have been selected for permanent appointment to warrant status. When these WOs accept the appointment, they will officially end their enlisted service.

The acceptance of this permanent status may also mean some extra money for these warrant officers. The Comptroller General recently ruled that a temporary warrant or commissioned warrant officer, if otherwise eligible, is entitled to mustering-out pay upon acceptance of a permanent appointment.

Warrant officers who didn't re-

quest permanent appointment, or who did request consideration, but were not selected, have been reassured by the Chief of Naval Personnel that no action which will terminate their careers involuntarily short of a full 30 years of service is contemplated provided they continue to be qualified professionally and physically.

Selected WOs who accept permanent appointment as warrant officers will be discharged from the Navy and be appointed the following day to the permanent warrant officer grade for which they were selected.

Selected warrant officers who have decided they do not desire the permanent appointment must submit a statement to that effect to the Chief of Naval Personnel (Attn: Pers B625) via their commanding officers.

The names of the selected warrant officers may be found in BuPers Notice 1120 of 29 Sep 1961.

- **CONTRACT NROTC** students of the future can look forward to a longer hitch of active duty. Effective 30 Jun 1962, college students who enroll in NROTC under the Contract Program must obligate themselves for three years of commissioned active duty instead of two, as is now required.

Contract students already enrolled will not be affected. Nor will Regular NROTC students, who must serve at least four years of active duty anyway. Contract students differ from the Regular NROTC scholars in that they voluntarily enroll in Naval Science courses, along with their regular curriculum, and participate in one summer training cruise. Upon graduation they are commissioned ensigns in the Naval Reserve. In most cases, the addition of the extra year of active duty will mean another year at sea. The Navy pays tuition and a retainer for Regular NROTC students, while Contract students foot their own bills, except for a ration allowance of about \$30 a month during the last two years of schooling.

Another change in NROTC is a new summer program under which junior college graduates and students with two years of college transferring to NROTC colleges may prepare for entrance into Contract NROTC as juniors the following fall. The first of these summer programs will get underway next July.

## QUIZ AWEIGH

Perhaps the most talked about Navy innovation in recent years is Seavey-Shorvey. Here are a few questions:

1. You are assigned to overseas shore duty from shore duty in CONUS, and at the end of your normal tour overseas, you discover the sea duty commencement date established in the Bureau for men in your rate is a year or more before you began your tour overseas. Therefore, you will be: (a) Transferred to shore duty anyway since you have completed a normal tour overseas; (b) Extended at your overseas base until you become eligible for shore duty; (c) Transferred to sea.

2. You reported ashore for a 48-month tour of shore duty on 10 Dec 1960. Your enlistment expires in November 1963, and you have not extended your enlistment or agreed to reenlist. When you reenlist in 1963, which will be about one year short of a normal tour ashore, you will be: (a) Transferred to sea; (b) Allowed to finish out your normal tour ashore; (c) Allowed to finish out your normal tour ashore only if you agree to extend your enlistment, at least seven months before your enlistment expires, for your normal tour, plus one year.

3. You are aboard ship and eligible for Seavey. At the time your orders are issued, you must have a minimum of how much obligated service? (a) 12 months; (b) 16 months; (c) Enough to complete a normal tour ashore, plus one year.

4. Three quartermasters first class aboard one ship are eligible for Seavey. QM1 number one has 12 years' continuous active duty, three years as QM1, and four years' continuous sea duty. QM1 number two has 10 years' continuous active duty, two years as QM1, and six years' continuous sea duty. QM1 number three has 14 years' continuous active duty, one year as QM1, and four years' continuous sea duty. If all other factors are equal, who will go ashore first? (a) QM1 number one; (b) QM1 number two; or (c) QM1 number three.

Answers to Quiz Aweigh may be found on page 50





# THE BULLETIN BOARD

## If You'd Like to Convert to Another Rating, Look at SCORE

**T**HE DO-IT-YOURSELF system of changing your rate may soon be obsolete. The Navy has come up with a planned conversion program that not only helps you convert to another rating, but makes it mighty attractive to do so. As a result, some of the personnel problems caused by an overabundance of men in some rates and not enough in others may be eased.

The new program has been designated Selective Conversion and Retention, or SCORE for short. It should be good news for many YNs, BMs, and other Navymen who are locked in slow moving rates with slim chances for advancement. SCORE also has generated a lot of enthusiasm among personnel planners. They see in the program a systematic procedure for converting men in slow rates to the open, critically undermanned ratings, thereby easing two problems with one procedure.

In some respects, you may see in SCORE many of the benefits already available through STAR — the Selective Training and Retention Program. There are, however, many major differences. In fact, some men already nominated for STAR may wish to shift to SCORE (see box). STAR is primarily a first-term program open to men who have served at least one year of active Navy duty, but less than six years total military service. This excludes many of the men who may be in their second or third enlistment who would like some help in moving to an uncrowded rate. Some of the benefits of STAR are early discharge and immediate reenlistment, with bonus, and guaranteed schooling in certain critical ratings. (See *ALL HANDS*, November, 1961, page 50, for a complete rundown on STAR.)

SCORE goes a little further. In effect, it combines selected features of STAR and the standard conversion program to provide an advantageous, tailored, "training for conversion" program aimed at attracting eligible men, with the purpose of motivating them to convert.



"Thanks, Chief, I thought I had lost it."

Under SCORE, any designated striker and E-4 and E-5 petty officers of crowded ratings, who have served more than two years' active Navy service and up to 12 years' total military service, can reap benefits similar to those of STAR by converting to one of the open ratings. In theory, only men in certain "sug-

### If You're a STAR and You'd Like to SCORE

If you reenlisted under STAR before the SCORE program became effective, have not yet been transferred to school, and are in one of the suggested source ratings for SCORE (see box), you may elect to convert.

If your STAR school orders have already been received by your command, reference must be made to them in your SCORE request, and they will not be executed until you receive a reply. If approved, you will be changed in status from STAR to SCORE, provided you have already reenlisted for six years. If on a four-year STAR enlistment, you must agree to extend for at least two more years. BuPers Inst. 1440.27, the complete rundown on SCORE, shows how this is done.

gested" ratings should be recommended for SCORE. In practice, however, a man in a rating not on the list could be accepted if he is otherwise eligible and is recommended by his commanding officer.

The scoop on SCORE is outlined in BuPers Inst. 1440.27. Here's a rundown on the program's highlights.

- **Eligibility** — To be eligible for SCORE, you must be an active duty Navyman, Regular or Reserve, in pay grade E-3 (identified striker), E-4 or E-5. You must have served at least two years of active Navy service, but not more than 12 years' total military service.

Your chances for approval for conversion under SCORE are best if you serve in one of the ratings in which there are an overabundance of men (see box), but, if in any other rating, you may be selected if otherwise eligible and recommended.

You must be able to meet the basic selection criteria for class A school training in one or more of the following ratings: RD, SOG, SOS, GS, FTG, FTM, GMT, ETN, ETR, RM, CT, MM, MR, BT, EM, IC. (Security requirements prevent the conversion to some of these ratings by foreign nationals. Also, the CT, GS, and GMT ratings require a secret clearance.)

You must reenlist for six years upon being accepted.

Finally, you must be recommended by your commanding officer.

- **Incentives** — If moving to a rate with better advancement possibilities isn't in itself enough for you to make the change, SCORE provides other benefits in the form of incentives.

- ✓ **Assignment to A school** for the technical rating to which you wish to convert is guaranteed. Entry into school will normally occur within 12 months of the date your request is submitted.

- ✓ **Immediate change of rating** (or designator, if E-3) will be effected upon your graduation from A school.

- ✓ **Automatic advancement** to pay



grade E-4 is guaranteed for strikers who graduate in the upper half of their class.

✓ *Guaranteed B school.* After between one and two years of satisfactory on-the-job training in your new rate you may request B school, and are guaranteed assignment, if such a school exists for your rating. B school is also guaranteed to SCORE convertes who are not advanced to E-4 upon completion of A school, when on-the-job training is completed and advancement has been made to E-4 or E-5. Class C training, if available, will be guaranteed in lieu of B school if you request it. The E-4 to E-5 advancement, on graduation from class C school, however, does not apply.

✓ *Reenlistment bonus* will be recomputed as appropriate, and any additional bonus earned through your SCORE reenlistment will be paid.

✓ *Automatic proficiency pay* is presently being paid a number of the SCORE ratings. (You should note that there is no assurance all such ratings will remain in the pro pay category indefinitely. Pro pay awards are directly affected by available funds and the critical degree of each rating, based on an annual evaluation.)

• *How it Works* — By now your commanding officer has probably appointed one of your officers as SCORE counselor. If you apply for the program, he'll be the man who interviews you and helps you determine if you're eligible. He will help you decide to which undermanned rating you should convert, and his recommendation will weigh heavily with your CO's ultimate decision on whether or not your name should be sent to the Chief of Naval Personnel as a candidate.

Or, you may be selected after a review of your service record or a recommendation by your department head, division officer, or senior petty officer, reveals you are SCORE material.

Another of the points your counselor will go over with you is the alternate ratings you should consider. Normally, you will select an alternate conversion choice which will be included in your request, unless there is an overriding personal reason for including only the primary.

## WAY BACK WHEN

### Pearl Harbor

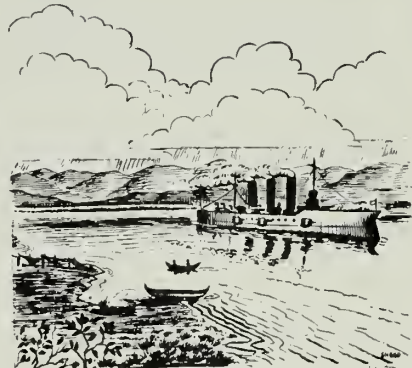
The U. S. military, most notably the Navy, has played an important role in the growth of our 50th state. Navymen first became familiar with Hawaii in 1814, and, throughout the 19th Century (as in the 20th), the islands were extremely popular as a pleasant place to visit.

One far-sighted visitor, LT Joseph W. Curtis, USMC, predicted back in 1846 that the Pearl River area (now Pearl Harbor) of Honolulu would one day be an important sea base.

The Navy's first Hawaiian installation was a coaling station established at Honolulu during the Civil War. This was nearly abandoned in 1870 owing to a policy which caused men-a'-war to be supplied with full sail power.

Several years later an inspection party investigating the defense possibilities of Hawaii recommended that the U. S. obtain a cession of Pearl Harbor, plus four or five miles of surrounding territory. At the outbreak of the Spanish-American War, the U. S. possessed a mere coal depot at Honolulu — consisting of a dilapidated shed on rented ground.

What could be considered our first major role in island activities came in 1887 when King Kalakaua granted the U. S. Fleet exclusive rights to enter Pearl River and maintain coaling and repair stations for the use of American ships.



In 1898, with the annexation of Hawaii to the U. S., the Navy lost no time in developing the islands as a defense outpost. The first purchase of land at Pearl Harbor was authorized by Congress in 1901, and, shortly after, it was selected as the site for a large Pacific naval base.

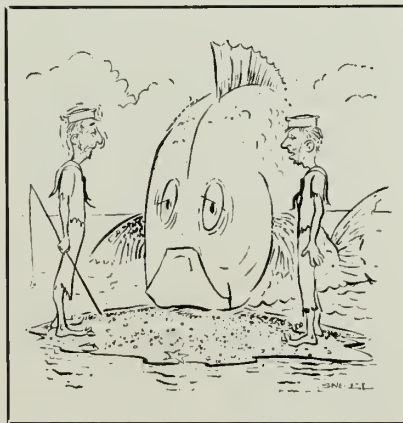
Through the years the Navy's facilities at Pearl Harbor have grown into one of the world's largest overseas bases. Every major Pacific military command has its headquarters near Pearl Harbor. For example, Pearl Harbor is the home base of operation for two top military strategists, the Commander in Chief, Pacific Forces, and the Commander in Chief, U. S. Pacific Fleet.

Another factor you should note before seeking out the SCORE counselor concerns an eligibility point already mentioned briefly. Conversion of all eligible men is encouraged and desired, but, in the counseling of prospective convertes who are not U. S. citizens, due regard must be given this fact when selecting the

rating to which conversion is to be attempted. This is necessary because of the security aspects of most critically undermanned ratings, and the difficulties encountered in obtaining clearances for foreign nationals. (Security requirements prevent the conversion of foreign nationals to these ratings: RD, SOG, SOS, GS, FTG, FTM, GMT, ETN, ETR, RM, CT. Those open to foreign nationals are MM, MR, BT, EM and IC.)

In any case, once your CO approves your candidacy, he will submit to the Chief of Naval Personnel a request for SCORE conversion. Once the change is approved, you will be discharged and immediately reenlisted for six years.

If you are not presently in one of the excessively manned ratings, but are in any other rating not listed as critically undermanned, your CO will include in his report a statement outlining the particular qualifications of your nomination; and the Bureau will make the final decision as to



"What's for dinner?"

whether or not you are selected.

If selected, your commanding officer will, if possible, place you in a training status for the rating to which you intend to convert, thereby familiarizing you with your prospective rating while you await assignment to A school.

Before you enroll in school, you may continue to participate in the advancement program for your present rating. Once you actually enroll in school, however, you will be considered in a "change-in-rating" status and thus not eligible for advancement in your present rating. An authorized advancement successfully effected while you're awaiting school, however, may be allowed.

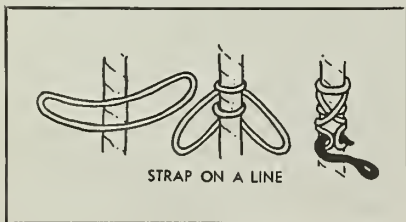
Your SCORE counselor will have checked you out on the training regimen necessary to complete the program, so you should know exactly what to expect.

In addition to your ability to absorb the conversion training, as may be indicated by your test scores, your motivation or determination to complete the conversion successfully must be positive and definite. The training programs for these ratings to which you may want to convert are no breeze. They are tough and will demand your very best effort. The SCORE Program is a *quality*, not a *quantity* program. A successful conversion is a gain for you and for the Navy—a "bust out" is a waste of your time and effort and is a real loss to the Navy.

If you reenlist under SCORE, however, and fail to complete A school satisfactorily, you'll be dropped from the program. Your reenlistment contract will NOT be revoked, and you must fulfill your service obligation.

BuPers Inst. 1440.27, the authoritative SCORE guideline, contains a detailed account of this new program. It includes the procedures for COs and counselors to follow.

## Grains of Salt —



## Here Are Ratings Especially Wanted for SCORE

If you're a designated striker or E-4 or E-5 petty officer in one of these ratings, you are a potential SCORE candidate. These are the ratings from which conversions are desired and suggested.

BM	CS	DC	BUH
GMG	SH	PM	BUR
IM	LI	EOH	UTP
YN	DM	EON	UTB
PN	EN	CMA	UTA
SK	SFM	CMH	UTW
DK	SFP	BUL	

If you serve in some other rate not listed as a critically undermanned rating, you could be accepted for SCORE if otherwise eligible and highly recommended.

## 'Anatomy of Aggression' Films Cold War Tactics

A 28-minute Armed Forces Information Film which illustrates communist cold war techniques has been incorporated into the Internal Information Program for viewing by all Navymen. The film, *Anatomy of Aggression*, shows some of the steps the U. S. has taken since World War II to counter communist aggression.

The procedure for obtaining, showing, and reporting on the film is contained in Bupers Notice 1560 of 13 Oct 1961. All commands are required to borrow the film from the nearest motion picture source at the earliest opportunity, show it as part of their Internal Information Program, then return it promptly so it is kept in circulation. Navy I & E film sources (listed in the *I & E Catalog*), the Navy Motion Picture Service and the Military Sea Transportation Service all have prints.

Commanding officers should include in the "remarks" section of their I & E Report (NavPers 2418), for the quarter ending 31 Dec 1961, a statement of the number of showings and total attendance.

If the film isn't available, or for some reason it can't be shown before 1 Jan 1962, the report must include a statement of the expected date of showing and probable attendance. (When it is shown, the actual attendance information must

be included in the next quarterly report—31 Mar 1962). If your command normally is not required to submit an I & E Report, a letter to the Chief of Naval Personnel, (Attn: Pers C-13), which states the number of showings and total attendance, must be submitted by 15 Jan 1962.

## New Correspondence Courses For Officers and EMs

Four new Correspondence Courses—two officer and two enlisted—are now available from the Navy Correspondence Course Center at Scotia, N.Y. Four others, meanwhile, have been discontinued.

Enlisted courses are administered (with some exceptions) by your local command instead of the Correspondence Course Center. If you are on active duty, your division officer will advise you whether the course is suitable to your rate and to the training program you are following. If it is, he will see that your application (NavPers 231) is forwarded to the Center, which will supply the course materials to your command for administration.

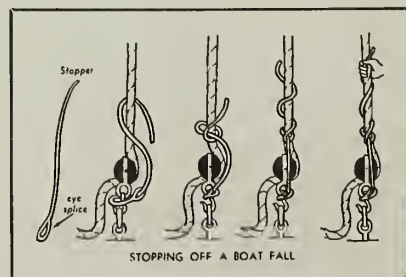
Officer courses, on the other hand, are administered directly by the Correspondence Course Center. Courses for both officers and enlisted personnel on inactive duty are also handled in this fashion.

New courses available are:

Course	NavPers No.
ECC Aviation Structural Mechanic 1 & C	91629
ECC Trademan 3 & 2	91698
OCC Ship Activation	10986
OCC Logistics	10902-A

*ECC Trademan* (NavPers 91658); *ECC Ship Activation Manual* (NavPers 91215-B); *OCC Logistics* (NavPers 10902-3); and *OCC Photographic Interpretation* (NavPers 10958-A) have been discontinued.

## Grains of Salt —





# Navy Duty Is Interesting in Antigua, Land of the Calypsos

IF YOU GET orders for duty in Antigua, West Indies, here's the scoop.

On 1 Jan 1960 the Island of Antigua became a member of the West Indies Federation and the flag of the British Leeward Islands was lowered for the last time. This represented a step toward dominion status for this part of the British Empire. The other island members of the Federation are St. Christopher (St. Kitts), Anguilla, Barbuda, Nevis, Montserrat, Barbados, Trinidad, Jamaica, the British Virgin Islands, Tobago and Aruba.

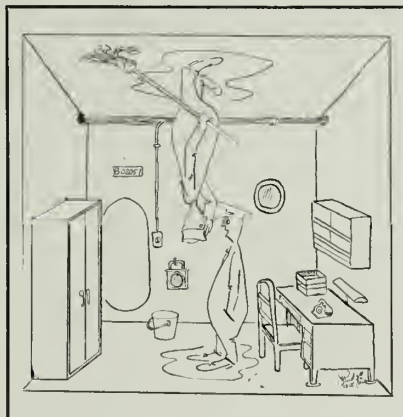
**Entry Requirements**—For U. S. military personnel their leave papers or orders and identification of citizenship are required. For dependents staying longer than six months, passports are required.

**Customs**—Personal effects are allowed duty-free, as are gifts for the residents of the island. Two hundred cigarettes or one pound of tobacco, and one opened bottle of liquor are permitted, if for personal use. There are the usual restrictions against arms and ammunition, dangerous drugs, indecent pictures or articles, counterfeit coins, plants, animals and birds. Do not bring pets to the Leeward Islands without obtaining prior permission from the island authorities.

**Currency**—Although the title 'British West Indies' has been officially changed to 'West Indies,' the term "BeeWee" still persists in reference to local currency. Notes are in denominations of \$1.00, \$2.00, \$5.00, \$10.00, \$20.00, \$50.00 and \$100.00. The coins used are the BWI silver: 1¢ and 2¢ (bronze), 5¢, 10¢ and 50¢. Formerly, English coins were used. They are still in evidence, and are usually negotiable.

United States currency is widely used by the American tourist and quoted on the Island of Antigua. The U. S. dollar is worth from \$1.68 to \$1.72 BWI. A good general rule is to multiply BWI currency by 0.6 to get the U. S. equivalent. Be sure which currency the owners of stores and hotels quote. Transactions by naval personnel should be in BWI currency. No difficulty has been experienced in cashing personal checks drawn on U. S. banks.

All-Navy Cartoon Contest  
S. J. Rudge, ADJ2, USN



"Jones, something strange is going on around here and I don't like it one bit."

**Language**—English is the official language. Newcomers to the island have difficulty in understanding the patois (which derives from English) that is spoken by most of the natives, but communication with nearly all the islanders is possible. Many, of course, speak the King's English.

**Climate**—The climate is conceded to be among the best in the Caribbean. Average temperature from December to April is around 75° F, and in the remaining months, 80° to 85°. Almost continuous trade winds help to keep one comfortable. The hottest months of the year are September and October. Showers are scattered throughout the year but come mostly during the fall months. The rainfall is slight. The island is in the hurricane zone.

**Health**—The island is very healthy. There are practically no tropical diseases and no malarial mosquitos. Sand flies and mosquitos are apt to be seasonal. There are no poisonous snakes on the island.

The Naval Facility buys its water from the local government and treats it to render it potable. It is

safe for all to drink except for children under three years old and people with heart conditions. Tap water outside the Facility is chlorinated but not recommended for drinking. Nearly every dwelling has a catchment of some type for rain water, which when boiled is safe for drinking. The rainfall is nearly always sufficient to supply enough catchment water for both cooking and drinking.

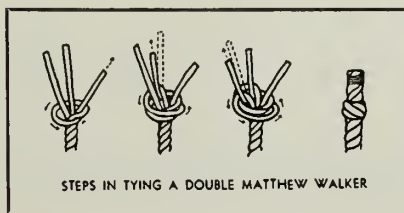
Most staples are available from the Facility commissary, including frozen fresh milk and meats. Prices are comparable to stateside commissaries; however, most people find it necessary to supplement their supplies with fruit and vegetables bought locally. A large, open-air market in St. John's sells local bananas (considered excellent), pineapples, lobster, shrimp, and many fresh vegetables.

**Transportation**—There are a few buses used by the native inhabitants. The buses are rickety and unsafe and not recommended. Taxis or private cars with drivers are available. Charges are usually by the individual trip with the price including gasoline. Rates are established by the Antigua Taxi Association, but it is recommended you agree on the fare with your driver before starting out. Fares are extremely high for the distances traveled.

Drive-it-yourself cars are available in town for between \$8.00 and \$9.00 U. S. per day. A visitor's license obtainable from the Police Department is required. A current private U. S. driver's license is satisfactory in lieu of a driver's test. U. S. Navy vehicles are made available for organized recreation parties of five or more people. It is recommended that personnel intending to bring dependents to the island have some form of private transportation. Personnel must either import vehicles from the U. S. or rely on the expensive taxi service. Local taxes on vehicles are high.

Privately owned vehicles of military personnel brought to the island may not be sold unless the owner insures that the local import duty is paid. If not sold, they may be used duty-free by U. S. naval personnel.

Roads are substandard with only



STEPS IN TYING A DOUBLE MATTHEW WALKER

half of them paved or surfaced. They are very narrow. Speeds of more than 30 miles per hour are dangerous, both to other traffic and pedestrians. Wear and tear maintenance costs on vehicles exceed those in the U. S. by about 200 per cent.

Gasoline sells for 42¢ U. S. currency per gallon and is inferior to the lowest U. S. grade. Oil is about 50 to 60¢ U. S. currency per quart. A gas pump has recently been installed at the Facility and U. S. high test is being sold at regular Navy Exchange prices. Parts for American cars are limited. Mechanics are, for the most part, untrained and incompetent. Service stations, by U. S. standards, are not available. Tires and batteries are extremely expensive; you will find it more economical to order these items from the U. S. through parcel post system.

Naval personnel must register all private vehicles at the Naval Facility and must comply with regulations similar to those of continental naval stations. The Naval Facility maintains a transportation service, with runs to and from St. John's several times daily. Covered pick-up trucks are used for these runs. In addition, the Facility school bus makes scheduled trips to St. John's in order to transport children to and from school.

**Housing** — The Naval Facility is located outside the continental and territorial limits of the United States and is considered an isolated facility. It was constructed in 1956, is of modern design and comparable in most physical respects to the newest of naval facilities in the U. S. However, no housing facilities of any kind, nor buildings capable of being converted to such use, are available within the station boundaries.

There are a few houses available whose owners have been willing to vacate. Sanitary facilities are often inadequate; rents range from \$75.00-\$125.00 per month. A few adequate apartments and houses are being rented by military personnel and their families in St. John's but housing is very critical and concurrent travel for military personnel and dependents is not authorized.

**Guarantee Rental Housing** — The Department of Defense is planning a 25-unit guarantee rental housing

## QUIZ AWEIGH ANSWERS

1. (c) Transferred to sea for at least 14 months, or until you become eligible for shore duty.
2. (a) Transferred to sea.
3. (b) 16 months.
4. (c) QM1 number three.

Quiz Aweigh Questions may be found on page 45.

project for this activity. This project will be constructed and operated by private contractor, with the Navy merely guaranteeing that the houses will be rented. The houses in this project will be on the whole of much better construction than the present available housing, and will be similar in design to Capehart housing.

**Household Effects** — Most houses available for renting are furnished provincially. Usually no electrical appliances are furnished — not even refrigerators and stoves — except at increased rentals.

From local dealers, a refrigerator, 6-cu. ft. size, costs approximately \$600 BWI; a gas stove about \$300 BWI; and installation of the propane gas costs approximately \$85 BWI, which includes the first two cylinders of gas and a year's service charge.

It is recommended that most household effects and appliances be brought to the island. These should be brought after housing is secured. Freezers and washing machines are especially useful. Washing machines must be used with only one water inlet since no hot water is supplied in any house. Stepdown transformers can be bought locally in order

to operate standard electrical appliances in homes equipped with 220 volt systems.

**Religious Facilities** — No chaplain is assigned to the Naval Facility. A chaplain from the staff of COMTEN visits the Naval Facility periodically. Churches on the island include Anglican (Church of England), Catholic, Methodist, Moravian and Seventh Day Adventist. No Jewish services are available.

**Medical Facilities** — No medical officer is assigned to the Naval Facility. One HMI on independent duty is assigned. Dependent medical care is restricted to first aid. First aid may be provided on or off the Facility. However, house calls, as such, are not within the province of the corpsman and are not authorized.

The Dependents' Medical Care Act is being implemented on the island. One hospital is available and reasonably well staffed with English- and Canadian-trained doctors. The nearest military hospital is Rodriguez U. S. Army Hospital in San Juan, Puerto Rico.

Dental facilities are more limited. In the case of dependents, it is recommended that all dental work be accomplished before leaving the States. The local dental service is not recommended. It is a military requirement that all assigned naval personnel have dental work accomplished before leaving their last duty station. The district dental field team visits the Facility every three months to take care of the most pressing cases that have developed while personnel are attached to the command.

**Schools** — No Army, Navy or Air Force operated schools are available in the area. Adequate non-service, tuition type, parochial and non-sectarian schools are available for grades one through eight. Non-service operated tuition type schools for grades nine through 12 are available but are not considered adequate by U. S. standards. A contribution is made by the U. S. government, at a rate not to exceed \$117 per pupil per year, to eligible dependents. Segregation is not practiced.

Correspondence courses are available to high school students from the University of California.

All school children wear uniforms. Boys wear khaki shorts, short-sleeved



"Go away, I'm taking a bath."



shirts, navy blue ties and brown shoes and socks. Girls wear khaki, middy-style dresses with pleated skirts attached, navy blue ties and brown shoes and socks. All of these uniforms can be made quickly and inexpensively by local tailors and dressmakers. Girl's uniforms, in particular, are distinctive and should be procured locally.

**Recreation** — Antigua is a sportsman's paradise. There are endless sandy beaches for swimming and sun-bathing, with magnificent reefs for the skin diving enthusiast. There are a golf course and tennis club located near St. John's, and the cost of membership at each is reasonable. Hunting, principally on the island of Barbuda (a dependency of Antigua) approximately 62 square miles in area, is excellent, with a well stocked game preserve (a hunting license costs about \$3.00 U.S.).

Fishing in local waters is extremely good, and although small boating is not as popular in Antigua as in the United States, there is a yacht club, and sailing, outboarding, and water skiing are quite commonplace. Nelson's Dockyard at English Harbour is considered one of the best yachting basins in the West Indies, and is always filled with lovely sloops, yawls, and schooners, making it a magnificent spot for the camera enthusiast as well as the yachtsman.

Horseback riding is especially popular. Horses can be bought locally for from \$5.00 to \$45.00 BWI, and can be kept at a very small cost. Cycling and mountain climbing are two other sports which may also be enjoyed on this picturesque island, further illustrating the variety of outdoor entertainment available.

The Facility has opened a branch Navy Exchange. Most items found in Exchanges stateside are available here with the exception of clothing and uniforms. Only limited quantities of the latter are available.

**Infant Supplies** — Canned milk and a limited supply of baby foods and cereals are sold at the Commissary Store at the Naval Facility. A limited supply of baby toiletries is available in St. John's, but no baby furniture or equipment is stocked. These items should be brought to the island or can be ordered from mail order houses in the States.

**Cost of Living Allowance**—To help

defray the added cost of living on the island, a station subsistence and quarters allowance has been established by the Department of Defense for military personnel with dependents on station. Current rates are contained in the *Joint Travel Regulations*.

**Clothing** — The standard civilian summer wardrobe for the U. S. is suitable all year round on the island. Most hotels require that you wear coat and tie at evening meals and at dances during the season. Shorts, bathing suits or other abbreviated costumes worn by women are definitely frowned upon in St. John's. Sweaters and warm pajamas for children are very useful on some rather chilly evenings. Notions such as zippers, snaps and rickrack are available in very limited quantities. It is recommended that all sewing

materials be brought. These should include buttons, pins, thread and belt buckles.

Uniform of the day of all personnel is tropical white long; liberty uniform may be tropical white long, service dress white or appropriate civilian clothing. Working uniform for officers and CPOs is tropical khaki long or tropical khaki; for enlisted personnel other than CPOs, the uniform is undress white "B" or dungarees.

**Mail and Postal Service**—Incoming and outgoing mail is received and sent at least three times a week. All airmail and first class and parcel post are flown commercially to New York. First class mail and parcel post take about two weeks in transit from New York. Mail order service from the United States to Antigua is very fast and reliable.

## WHAT'S IN A NAME

### The Navy Goat

Each year for longer than most of us can (or care to) remember, the Middies of Annapolis have met the Codets of West Point in the annual Army-Naval football game. And while you're thinking back, you'll probably also recall that the Navy's goat mascot has been right there on the sidelines for the games.

But who among you can remember the Navy's first goat mascot? We can't, but we may have the story of how it all came about.

In the September 1936 copy of the Bureau of Navigation Bulletin (forerunner of ALL HANDS Magazine) there appeared a story which old-timers of that day declared to be the true account of the first goat mascot of the Army-Naval game.

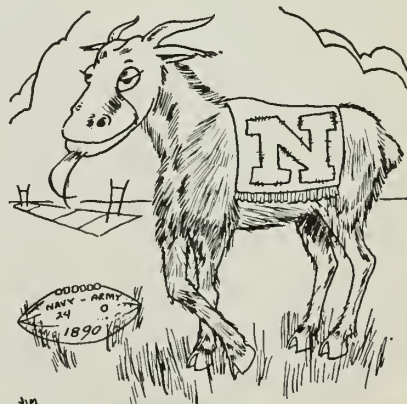
It seems that a group of naval officers were on their way from the railroad station at West Point to the playing field, on the day of the first football game between the two academies in 1890. They decided that since so few Navy supporters were going to be on hand at the Army stronghold, the Navy team needed a mascot.

Two of the officers, LTJG Charles H. Harlow, USN and ENS. F. B. Sullivan, USN, so the story goes, spotted a young goat grazing along the roadway and decided that it would be the mascot. They found the goat's owner at a nearby farmhouse, and after some dickering over the price, purchased the animal for \$1.00.

As it turned out, the Navy trampled the Army squad 24 to 0 and the goat remains today as the official mascot of the Naval Academy midshipmen. (We wonder if the goat would have survived if the Navy team had been beaten in that first battle.)

Some would-be historians tell us that this story doesn't go back quite far enough into history. They recall that in the late 1880s, the warship USS *Goleen* with a goat for a mascot, was a familiar sight at the Academy, since the ship often moored at Annapolis. They feel that this led to the goat mascot.

We'll be glad to listen to other versions of this story if any are offered.



## Here's List of Directives That Will Answer Career Questions

**A**BOARD EVERY SHIP in the Navy are instructions, notices, manuals, handbooks, pamphlets, catalogs and regulations which contain information on your naval career. After these are published, however, it is sometimes difficult to remember where to look for the

particular bit of information you desire.

The following is a list of important directives which deal with career opportunities and programs available to Navy enlisted personnel and officers. (Asterisk indicates distribution only to those concerned.)

Subject	Pertinent Directive or Authority	Subject	Pertinent Directive or Authority
<b>TRAINING</b>			
Information and Education Program	BuPers Manual, Art. D-2103; I&E Manual (NavPers 16963D); I&E Newsletter (NavPers 15801)	Training and Administration of the Naval Reserve	BuPers Inst. 1001.10D
Tuition Aid Program	BuPers Inst. 1560.10B	Nuclear Power Training Program	Enlisted Transfer Manual (NavPers 15909A)
Selection and Training of Candidates for Diving Duty	BuPers Inst. 1500.15D; Catalog of U. S. Naval Training Activities and Courses (NavPers 91769E); BuPers Inst. 1520.4D	U. S. Naval Test Pilot School	*BuPers Inst. 1331.3B
Language Instruction at the U. S. Naval Intelligence School	BuPers Inst. 1520.27B	<b>ASSIGNMENT TO SPECIAL DUTY</b>	
Atomic, Biological and Chemical Warfare Defense Training	BuPers Inst. 1520.16B	Assignment to Nuclear Powered Submarines	BuPers Inst. 1301.28A
Naval Leadership	General Order 21; BuPers Inst. 5390.2	Assignment to Submarine Duty	BuPers Inst. 1520.61
		Assignment to Navy Security Group	BuPers Inst. 1331.2C
		Assignment to Duty Involving Demolition of Explosives	BuPers Inst. 1320.5A
		Assignment to Nuclear Power	SecNav Inst. 1000.3
		Assignment to Nuclear Powered Surface Ships	BuPers Inst. 1520.68A
<b>PAY, ALLOWANCES, AND INSURANCE</b>		<b>APPOINTMENT</b>	
Soldiers' and Sailors' Civil Relief Act of 1940	BuPers Inst. 1760.4	Appointment to Commissioned Grade in the Reserve of the U.S. Navy of Resigned Officers of the Regular Navy	BuPers Inst. 1920.8A
Uniformed Services Contingency Option Act	BuPers Inst. 1750.1C	Regular Navy Augmentation Program	BuPers Inst. 1120.12H
Social Security Benefits for Military Service	BuPers Inst. 1741.10A	Appointment in the Medical and Dental Corps, Regular Navy	BuPers Inst. 1120.3F
Mortgage Insurance for Servicemen to aid in the Construction or Purchase of Homes	SecNav Inst. 1741.4B	Appointment of Qualified Naval Reserve Officers in the Medical Service Corps	BuPers Inst. 1120.23B
Retirement, Voluntary and Naval Reserve with/without pay	BuPers Inst. 1820.1B; BuPers Inst. 1820.2A; SecNav Inst. 1811.3C; BuPers Inst. 1811.1B	Appointment to Commissioned Grade in Naval Reserve Under the Reserve Integration Program	*BuPers Inst. 1120.26
<b>GENERAL TRAINING</b>		<b>PROMOTION</b>	
Schools and Courses	BuPers Inst. 1500.25G; Catalog of U. S. Naval Training Activities and Courses (NavPers 91769E)	Professional Study Plan for Officers and Warrant Officers on Active Duty	BuPers Inst. 1500.49
General Line and Naval Science School	BuPers Inst. 1520.43B	Professional Fitness for Promotion of Naval Reserve Officers not on Active Duty	BuPers Inst. 1416.4
Five Term College Training Program	BuPers Inst. 1520.48C	<b>MISCELLANEOUS</b>	
Officer Correspondence Courses	List of Training Manuals and Correspondence Courses (NavPers 10061)	Active Duty Agreements	BuPers Inst. 1120.22C
Annual Rhodes Scholarship Competition	BuPers Inst. 1520.61	Changes of Officer Designator Codes	BuPers Inst. 1210.6A
Postgraduate Education Program	BuPers Note 1520 published annually	Extension and Release From Active Duty of Naval Reserve Officers	BuPers Inst. 1926.1C; BuPers Inst. 1926.2A
<b>SPECIALIZED TRAINING</b>		Voluntary Separation Policies Affecting all Officers of the Regular Navy and the Naval Reserve Except Officers of the Medical and Dental Corps	SecNav Inst. 1920.3B
Flight Training	BuPers Inst. 1520.20A		
Underwater Demolition Training	BuPers Inst. 1520.7A		



Subject	Pertinent Directive or Authority
Assignment and Rotation of LTJG and ENS	BuPers Inst. 1301.33A
Interservice Transfer of Regular/ Reserve Officers	Bu Pers Inst. 1120.30; BuPers Inst. 1120.31A
Qualification for Command of Destroyers	BuPers Manual, art. C-7316
Voluntary Extended Active Duty for Reserve Officers	BuPers Inst. 1331.4B
Useful Information for Newly Commissioned Officers	NovPers 10802
Novy Facts for Officer Counsel	Officer Fact Book (NavPers 15898)
Engineering Duty, Aeronautical Engineering Duty and Special Duty Officers; designation of	BuPers Inst. 1120.33
Training Opportunities, Promotion, etc., for Inactive Naval Reservists	*BuPers Inst. 5400.44
Voluntary Separation Policies Affecting Medical and Dental Officers	SecNov Inst. 1920.4
Qualification for Command of Submarines	BuPers Manual, art. C-7303
The Navy Relief Society	BuPers Manual, art. C-9207; BuPers Inst. 7040.3
The American Red Cross	BuPers Manual, art. C-9207
Immigration and Nationality Act of 1952; Alien Spouses, Naval Personnel	SecNav Inst. 1750.1
Morale of USN and USMC Personnel outside the United States and within Far East Command	BuPers Manual, art. C-11109 SecNav Inst. 1752.2A
Visas for Alien Wives and Children of Naval Personnel	*SecNav Inst. 1750.2
Reemployment Rights of Naval Separates	BuPers Inst. 1760.16
Participation in Interservice and International Athletic Events and Competitions	BuPers Inst. 1710.1F
Summary of State Bonuses	BuPers Inst. 1760.3C
Uniformed Services Identification and Privilege Card, DD Form 1173	BuPers Inst. 1750.5B
Civilian Employment Assistance Program for Retired and Voluntarily Released Personnel	Your New Career-Planning for Retirement (NovPers 15895B)
Length of Tours of Overseas Service	BuPers Inst. 1300.26B
Education and Training Under the Veterans' Readjustment Assistance Act of 1952	BuPers Inst. 1760.17
Navy Guide for Retired Personnel and their Families	NovPers 15891A

The following list of programs and opportunities is of particular interest to enlisted personnel.

#### ADVANCEMENT/CHANGE IN RATE OR RATING

Training Publications for Advancement in Rating NavPers 10052

Subject	Pertinent Directive or Authority
Advancement in Rate/Rating	BuPers Inst. P1430.7D; Port C, Ch. 7, sec. 2, BuPers Manual; Manual of Qualification for Advancement in Rating; BuPers Inst. 1430.11B; *BuPers Inst. 1430.1D

#### APPOINTMENT TO COMMISSIONED GRADE

Naval Preparatory School	BuPers Manual, Art. C.1203
Aviation Cadet Training Program	BuPers Inst. 1120.20B
Officer Candidate School Program for Enlisted Members of the Naval Service on Active Duty	BuPers Inst. 1120.29A
Appointment to Commissioned Grade, Integration and IDOT Program	BuPers Inst. 1120.18G
Nursing Education Program	*BuPers Inst. 1120.27C
Appointment to Commissioned Grade SDO (Law)	BuPers Inst. 1120.21A
Navy Enlisted Scientific Education Program	BuPers Inst. 1510.69F
Appointment in the Medical Service Corps, Regular Navy and Naval Reserve	BuPers Inst. 1120.15D; *BuPers Inst. 1120.32
Nomination of Qualified Personnel for the NROTC Program	BuPers Inst. 1110.3A
Appointment to Cadetship in the U. S. Coast Guard	BuPers Inst. 1110.4B

#### TRAINING

Schools and Courses	BuPers Inst. 1500.25G; BuPers Inst. 1500.39B; Catalog of U. S. Naval Training Activities and Courses (NavPers 91769E)
Study Materials for Applicants for Appointment to Commissioned Status	BuPers Inst. 1560.12A
Navy Training Courses and Enlisted Correspondence Courses	List of Training Manuals and Correspondence Courses (NavPers 10061)
Class A School Assignment for Fleet Personnel	BuPers Inst. 1510.86B

#### SPECIALIZED TRAINING

Assignment and Reassignment of Personnel in the Naval Air Mobile Training Program	Enlisted Transfer Manual (NovPers 15909A)
Nuclear Power Training Program	Enlisted Transfer Manual
Polaris Field Seaman Recruits	BuPers Inst. 1306.70
Nuclear Field Seaman Recruits	BuPers Inst. 1306.64A

#### REENLISTMENT, SEPARATION, RETIREMENT

Reenlistment and Voluntary Extension of Enlistment	BuPers Inst. 1133.3D; BuPers Inst. 1133.4A
Reenlistment in the Regular Navy of Naval Reserve Personnel Serving on Active Duty	BuPers Inst. 1130.4F
Assignment to a School as an Incentive for Reenlistment	Enlisted Transfer Manual
Review of Undesirable and Punitive Discharges	BuPers Inst. 1626.16

Subject	Pertinent Directive or Authority
Early Separation to Attend College	BuPers Inst. 1910.12C
Transfer to Fleet Reserve	BuPers Inst. 1830.1A
Reenlistment and Extension of Enlistment	BuPers Manual, arts. C-1403, 4, 5, 7, H-3403, 5, 6
Selective Training and Retention (STAR) Program	BuPers Inst. 1133.13A
Selective Conversion and Retention (SCORE) Program	BuPers Inst. 1440.27

## SPECIAL ASSIGNMENTS

Assignment to Duty of Sale Remaining Sons	BuPers Inst. 1300.11
Assignment to Duty Involving Demolition of Explosives	BuPers Inst. 1320.5A
Transfer and Assignment for Hardship or Humanitarian Reasons	Enlisted Transfer Manual (NavPers 15909A)
Assignment to Naval Missions, Attaches, Military Aid Groups, Joint Staff, SHAPE	Enlisted Transfer Manual
Assignment to Instructor Duty	Enlisted Transfer Manual
Assignment to Recruiting Duty	Enlisted Transfer Manual

Subject	Pertinent Directive or Authority
Assignment to Initial Submarine Training and Duty	Enlisted Transfer Manual
Assignment to Reserve Training Submarines	Enlisted Transfer Manual
Reassignment to Area of Choice for Last 2 Years, Active Duty Prior to Retirement or Completion of 30 years' Active Duty	Enlisted Transfer Manual

## MISCELLANEOUS

Training and Administration of the Naval Air Reserve	*BuPers Inst. 1001.7B
Proficiency Pay Program	BuPers Inst. 1430.12C
Testing of Enlisted Career Personnel	BuPers Inst. 1236.2
Selected Reserve Program of the Naval Reserve (other than air)	*BuPers Inst. 5400.42A
Sea/Share Rotation	Enlisted Transfer Manual (NavPers 15909A)
Assignment and Rotation of Enlisted Women	Enlisted Transfer Manual
Reenlistment Bonus	BuPers Manual, arts. A4203, 4

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 43 — Provided a list of 13 overseas areas which are exempt from restrictions on the shipment of privately-owned foreign motor vehicles at government expense.

No. 44 — Announced approval by the President of reports of selection boards that recommended staff corps officers on active duty for promotion to the grades of: Medical Corps, captain, commander; Supply Corps, captain, commander; Chaplain Corps, captain, commander; Civil Engineer Corps, captain, commander; Dental Corps, captain, com-

mander; Medical Service Corps, captain, commander; Nurse Corps, captain, commander; Line, women, commander; Supply Corps, commander, women.

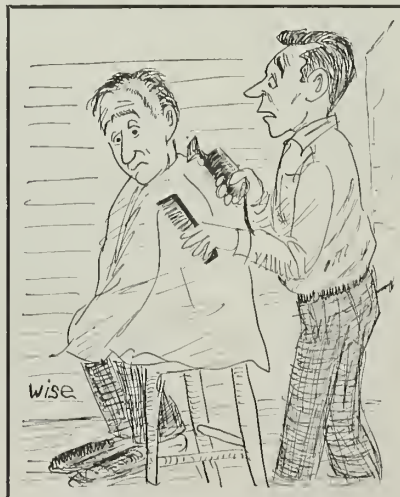
No. 45 — Announced approval by the President of the report of a selection board which recommended line officers for temporary promotion to the grade of commander.

No. 46 — Announced approval by the President of reports of selection

boards which recommended women officers of the Regular Marine Corps for promotion to the grades of major and captain, and male Marine Corps officers for temporary promotion to the grade of captain.

No. 47 — Directed that government sponsored travel to Western Europe be confined to that which is absolutely essential to meet immediate needs. Announced that space-available travel, except for certain exceptions, is suspended until further notice.

### All-Navy Cartoon Contest Charley Wise, HMCA, USN



"That was a nasty ground swell we just hit, wasn't it?"

### Instructions

No. 1050.2C — Provides information concerning the conditions under which enlisted personnel of Philippine or Guamanian extraction may be transferred to the Republic of the Philippines or to Guam for reassignment or to visit these areas in a leave status.

No. 1110.3A — Establishes the procedures to be used in nominating qualified enlisted personnel, on active duty, for participation in the Navy College Aptitude Test for further consideration for appointment as midshipmen in the NROTC.

No. 1133.13A — Provides information on career incentives to induce selected, high-quality personnel to make the Navy a career; and



procedures for doing so through the STAR Program.

No. 1426.1B — Advises officers holding permanent USN commissions of qualifications which must be met and the procedures involved before permanent promotion to lieutenant (junior grade).

No. 1440.27 — Announces the intention of increasing the career input to the critically undermanned technical ratings by combining certain features of the STAR program and the Rating Adjustment program into a single rating conversion program which will be called the Selective Conversion and Retention (SCORE) program.

No. 1520.83 — Sets forth new procedures for active duty officers to report additional degrees or attained education which will change their educational level.

No. 7312.5A — Reissues and updates the established procedures for classification of permanent change of station travel costs and provides additional procedures for identification and classification of certain elements of these costs.

#### Notices

No. 1120 (29 September) — Announced the selection of USN temporary warrant officers and chief warrant officers on active duty for appointment to permanent warrant status.

No. 1306 (29 September) — Announced the sea duty commencement cutoff dates to establish the eligibility of enlisted personnel for Seavey Segment One, which will be effective on 1 Feb 1962.

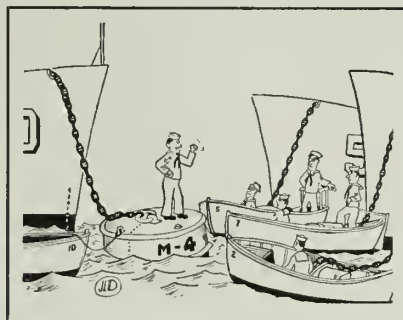
No. 5101 (29 September) — Provided for distribution of motor vehicle accident statistics for 1960 for information, guidance and action.

No. 1300 (5 October) — Solicited volunteers to participate in the Navy's support of the U. S. Antarctic Research program in 1962-63.

No. 1560 (13 October) — Announced the distribution of the film, "The Anatomy of Aggression," Armed Forces Information Film No. 108.

No. 1416 (20 October) — Cancelled BuPers Inst. 1416.7, which was concerned with physical examinations for promotion of officers on active duty in the grades of lieutenant (junior grade) and above, and all warrant officer grades.

All Navy Cartoon Contest  
John Lynelle Draves, QM3, USN



"Now look! We were here first."

### List of New Motion Pictures and TV Series Available To Ships and Overseas Bases

The latest list of 16-mm feature movies and TV series available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Two one-hour TV shows are packaged together for a 108-minute program, but may be shown only aboard ship. TV series available for selection are: *Wagon Train*, *Bonanza*, *Rawhide* and *Stagecoach West* — Westerns; *Perry Mason* and *Michael Shayne* — Melodramas; and *Checkmate* — Drama.

Movies in color are designated by (C) and those in wide-screen processes by (WS). They are available for ships and bases overseas.

#### Motion Pictures

*Stop Me Before I Kill* (1803) (WS): Drama; Claude Dauphin, Diane Cilento.

*The Trapp Family* (1804) (C): Drama; Ruth Leuwerik, Hans Holt.

*Murder at 45 RPM* (1805): Melodrama; Danielle Darrieux, Michel Auclair.

*Bimbo, the Great* (1806) (C): Melodrama; Charles Holm, Maryanne Shields.

*Return to Peyton Place* (1807) (C) (WS): Drama; Carol Lynley, Jeff Chandler.

*On the Double* (1808) (C) (WS): Comedy; Danny Kaye, Dana Wynter.

*Gidget Goes Hawaiian* (1809) (C): Comedy; James Darren, Deborah Walley.

*Brainwashed* (1810): Drama;

Curt Jurgens, Claire Bloom.

*Wild in the Country* (1811) (C) (WS): Drama; Elvis Presley, Tuesday Weld.

*The Last Sunset* (1812) (C): Drama; Rock Hudson, Kirk Douglas.

*Romanoff and Juliet* (1813) (C): Comedy; Peter Ustinov, Sandra Dee.

*Tammy, Tell Me True* (1814) (C): Comedy; Sandra Dee, John Gavin.

*The Big Show* (1815) (C) (WS): Drama; Esther Williams, Cliff Robertson.

*Dentist in the Chair* (1816): Comedy; Bob Monkhouse, Peggy Cummins.

*Ferry to Hong Kong* (1817) (C) (WS): Melodrama; Curt Jurgens, Sylvia Sims.

*Armored Command* (1818): Drama; Howard Keel, Tina Louise.

*Silent Call* (1819) (WS): Melodrama; Gail Russell, David McLean.

*Rivak, the Rebel* (1820) (C): Melodrama; Jack Palance, Willy Vitale.

*Ladies Man* (1821): Comedy; Jerry Lewis, Helen Traubel.

*Question Seven* (1822): Drama; Michael Gwynn, Christian de Bresson.

#### Television Programs

5167: TV-1 *Wagon Train* — The Nancy Palmer Story. TV-2 *Checkmate* — Don't Believe a Word She Says.

5168: TV-1 *Wagon Train* — The Tiburcio Mendez Story. TV-2 *Checkmate* — Death Runs Wild.

5169: TV-1 *Wagon Train* — The Jed Polke Story. TV-2 *Checkmate* — Hour of Execution.

5170: TV-1 *Bonanza* — The Avenger. TV-2 *Perry Mason* — The Case of the Lonely Heiress.

5171: TV-1 *Wagon Train* — The Clayton Tucker Story. TV-2 *Rawhide* — Incident of Dog Days.

5172: TV-1 *Rawhide* — Incident at Dragon Crossing. TV-2 *Michael Shayne* — The Poison Pen Club.

5173: TV-1 *Rawhide* — Incident of the Music Makers. TV-2 *Michael Shayne* — The Badge.

5174: TV-1 *Rawhide* — Incident of the Shambling Man. TV-2 *Michael Shayne* — The Heiress.

5175: TV-1 *Rawhide* — Incident of the Silent Web. TV-2 *Michael Shayne* — Final Settlement.

5176: TV-1 *Rawhide* — Incident of the Curious Street. TV-2 *Michael Shayne* — Strike Out.

5177: TV-1 *Rawhide* — Incident of the Night Visitors. TV-2 *Michael*

Shayne — The Ancient Art of Murder.  
5178: TV-1 *Rawhide* — Incident of the Day of the Dead. TV-2 *Michael Shayne* — The Body Beautiful.

5179: TV-1 *Rawhide* — Incident of the 100 Amulets. TV-2 *Michael Shayne* — Framed in Blood.

5180: TV-1 *Rawhide* — Incident in the Garden of Eden. TV-2 *Michael Shayne* — A Night with Nora.

5181: TV-1 *Rawhide* — Incident of Below the Brazos. TV-2 *Michael Shayne* — Die Like a Dog.

5182: TV-1 *Rawhide* — Incident of the Roman Candles. TV-2 *Michael Shayne* — Murder is a Fine Art.

5183: TV-1 *Rawhide* — Incident of the Judas Trap. TV-2 *Michael Shayne* — Murder Around my Wrist.

5184: TV-1 *Rawhide* — Incident of the Night Horse. TV-2 *Michael Shayne* — It Takes a Heap of Dying.

5185: TV-1 *Rawhide* — Incident of the Last Chance. TV-2 *Michael Shayne* — Trouble with Ernie.

5186: TV-1 *Rawhide* — Incident of the Chubasco. TV-2 *Michael Shayne* — Dead Air.

5187: TV-1 *Rawhide* — Incident of No Man's Land. TV-2 *Michael Shayne* — Murder Plays Charades.

5188: TV-1 *Rawhide* — Incident of the Coyote Weed. TV-2 *Michael Shayne* — Marriage Can Be Fatal.

5189: TV-1 *Rawhide* — Incident of the Valley in Shadow. TV-2 *Michael Shayne* — Pilot — This is it.

5190: TV-1 *Rawhide* — Incident of the Druid Curse. TV-2 *Michael Shayne* — The Boat Caper.

5191: TV-1 *Rawhide* — Incident at Jacob's Well. TV-2 *Michael Shayne* — Date with Death.

5192: TV-1 *Rawhide* — Incident of the Devil and his Due. TV-2 *Stagecoach West* — High Lonesome.

5193: TV-1 *Rawhide* — Incident of the Haunted Hills. TV-2 *Stagecoach West* — Dark Return.

5194: TV-1 *Rawhide* — Incident of the Tinkers Dam. TV-2 *Stagecoach West* — Saga of Jeremy Boone.

5195: TV-1 *Rawhide* — Incident at Poco Tiempo. TV-2 *Stagecoach West* — Life Sentence.

## Distribution of Change No. 6 To BuPers Manual Has Been Made to Navy Units

A fat (more than 100 pages) book of changes to the *BuPers Manual* has now been distributed. It covers a variety of subjects — ranging from emergency leave to regulations governing certain types of pay. The new listings include:

- Revised instructions on stowage and accountability of honorable discharge certificates, buttons and pins.

## Naval Chronology Of The Civil War

Part I (1861) of a *Civil War Naval Chronology* is now available to Civil War buffs, naval history devotees and just plain anyone else interested.

Prepared by the Naval History Division of the Office of the Chief of Naval Operations, the chronology aims at providing a clearer understanding of the dominant part played by sea power during the War Between the States. An excerpt from the preface to Part I notes: "Effective use of the sea began at the very outset of the war. Even as early in the conflict as 1861, the number of Confederate ships captured by Union blockaders vividly forecast the constricting and stifling of the Southern economy as the blockade tightened."

A self-cover copy of Part I has been placed on public sale by the Superintendent of Documents, Washington 25, D. C. Price is 25 cents. Part II (1862) is expected to become available for purchase shortly after the first of next year. The Naval History Division itself has no copies of the chronology for sale.

- Revised instructions for the submission of officers' photographs.

- Revised procedure for preparing page 13s of inactive Naval Reservists' records.

- Incorporation of instructions concerning the delivery of original commissions.

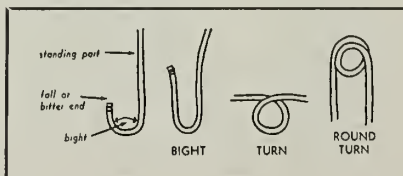
- Changes to policy concerning members of same family assigned together.

- Revised instructions for assignment of steward group ratings.

- Changes in regulations governing proceed time.

- Incorporation of instructions for computation of travel time.

## Grains of Salt —



- Revised regulations concerning emergency leave.

- Removal of certain restrictions on recommendations for permanent chief petty officer.

- Incorporation of instructions for reporting by message the return of absentees and deserters.

- Instructions on issuance of transfer orders to absentees and deserters who surrender or who are delivered to recruiting or other small stations.

- Clarification of types of discharges to be given men on inactive duty.

- Changes in instructions for service record entries in cases of separation for convenience of the government to include a recommendation concerning reenlistment.

- Revised instructions for discharge of enlisted men by reason of minority.

- Instructions for visits of flag officers to the American Republics.

- Updating and clarification of instructions concerning the Fleet Reserve.

- Revised regulations governing credit for correspondence courses completed while on the inactive status list.

- Changes in provisions for exemption or deferment from induction by participation in Naval Reserve training.

- Revised instructions concerning TAD for Reservists who are required to be absent from parent commands by reason of attendance at institutions of higher education.

- Spelled out procedure for notifying the commandant and unit commanding officer upon transfer to another ship or station of a Reservist performing active duty for training.

- Changes in the requirements for active duty for training, to exempt persons who have served on active duty during the same fiscal year in which they join a Selected Reserve unit.

- Clarification of authority for effecting discharges of inactive Naval Reservists.

- Revised requirements for wearing of uniforms by Reservists.

In addition, Change Six of the *BuPers Manual* contains a listing of articles modified or held in abeyance by certain SecNav and BuPers directives, and carries an up-to-date index which covers the entire manual, with changes.



# Advice to Navy Families on Registration of Births Overseas

**T**HE DEPARTMENT OF DEFENSE has some advice on the registration of infants born to U. S. military families stationed overseas. It may help you — and your children — avoid embarrassment and red tape when proof of American citizenship is required.

In Europe, for example, CINCUSNAVEUR cautions married Navy men not to put off obtaining birth certificates. In a number of instances, children born overseas were later turned away by stateside schools because they couldn't prove their U. S. citizenship. (At birth, it turns out, good old dad forgot to obtain the proper birth certificate and citizenship documents.)

DOD points out that there is a standard procedure to follow in the registration of dependents born in armed forces medical facilities overseas. This procedure is spelled out for Navy men in SecNav Inst. 6000.5.

- A designated officer of the medical facility in which your child is born must, within 24 hours, report the birth to the District U. S. Consular Office. (This reporting deadline may be extended as much as 10 days in unusual circumstances.)

- The designated officer will then prepare Department of State Form FS-240 (*Report of Birth Abroad of a Citizen of the United States*), secure the signatures required on the form, and forward it to the U. S. Consular Office. If both you and your wife are U. S. citizens, either of you can sign this form, usually under oath. Your cooperation with the reporting officer will be necessary in supplying the correct information, which, for the record, is sworn evidence that you and your wife are, in fact, U. S. citizens.

- If your wife is not a U. S. citizen, you must sign the FS-240. If you are not available, or if there is any question about your citizenship status, you will be advised to contact the Consular Office as soon as possible.

- If your wife's condition prevents her from tending to the FS-240, and you are not available to sign it, the form will be forwarded to the U. S. Consular Office after the Medical Officer who delivered infant signs to attest delivery. The Consular Office will contact you later if necessary.

T. R. Patrick, DCC, USN



"How do you expect to get first class work when I'm only a third class?"

- If you fill out the form properly, it may not be necessary to go in person to the Consular Office. If the information you supply is questionable, however, or not available in the manner prescribed by regulations, the form will be forwarded to the Consular Office, and you will be advised to visit the office and show proof of marriage and citizenship.

- At the time the birth is reported, the Consular Office will issue to you, at your request, a copy of the FS-240 (there's a fee — \$1.50). A Certification of Birth, however, will be issued free of charge when the FS-240 is executed by the Consular Officer. The Certification of

## Birth Registration Varies At Six Overseas Locations

At present there are six overseas areas in which the registration procedure for children born to Navy families is not covered in SecNav Inst. 6000.5. These are: American Samoa, Canal Zone, Trust Territories, Guam, Puerto Rico, and Virgin Islands.

If you serve in one of these areas, birth certificates and registration data are obtained through special offices of the Vital Statistics Division, Public Health Service, Department of Health, Education and Welfare — or through local government offices.

Birth is a short form record of birth; its information is taken from the Consular Report (another name for the FS-240). It is especially handy for children who later seek to establish birth facts for school entry and work permits.

Additional copies of the FS-240 or Certification of Birth may be obtained at any later time from the Authentication Officer, Department of State, Washington 25, D. C. The fee: \$2.50 for one copy and \$1.60 for each additional copy.

If your child is born overseas in a facility other than military, you may have to handle the procurement of the form and its submission on your own. Here's how you do it:

- Obtain at least eight copies of the child's birth certificate (if the country issues birth certificates).

- Go to the nearest American Consulate and register the child's birth. Request a Consular Report of Birth (the FS-240) and a Certificate of Birth (D of S Form FS-545).

- If you can't get a birth certificate, or if you've lost the original, obtain a certified copy of the child's baptismal certificate. This is usually recognized as a legitimate substitute. If a Navy Chaplain handled your child's baptism, there should be no problem.

- When you return to the U. S., record your child's birth with the state in which you are stationed, or your home state, if possible.

- Apply for a Certificate of Citizenship (Immigration and Naturalization Form N-600).

This may seem like a lot of forms for one small child, but, as DOD points out, they are necessary to keep the record straight. Not only are the Consular reports proof of the facts, but they are also considered as basic citizenship documents by the State Department and other government agencies.

Not all overseas areas, however, come under the DOD Birth Registration procedure outlined in SecNav Inst. 6000.5 (see box). In any case, your local medical facility should have the details, but, as DOD suggests, it's up to you to follow through and see that you have the proper documents when needed.

# DECORATIONS & CITATIONS

## DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ KIVETTE, Frederick N., VADM, USN, for service to the government of the United States in duties of great responsibility as Commander Seventh Fleet from August 1958 to March 1960 and as Commander Western Sea Frontier/Commander Pacific Reserve Fleet from March 1960 to September 1961. Exercising outstanding leadership, keen foresight, and excellent planning and organizational ability, Vice Admiral Kivette, as Commander Seventh Fleet, maintained his forces in round-the-clock readiness and poised for any action the international situation might dictate. Through his broad vision and skillful interpretation of world affairs, ships and men were often strategically located in anticipation of events, thereby averting explosive situations. As Commander Western Sea Frontier/Commander Pacific Reserve Fleet, Vice Admiral Kivette consistently displayed marked professional skill in improving procedures and facilities for logistic support of Fleet units in planning the maritime control and operation of shipping from the west coast of the United States.

## LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

★ COUNIHAN, John L., Jr., CAPT, USN, for service from December 1957 to August 1961 as Commander U.S. Naval Activities, Port Lyautey, Kenitra, Morocco. During this period, CAPT Counihan has been highly successful in enhancing the prestige and stature of the United States through his contributions in the fields of international understanding and inter-Allied cooperation. Advocating and practicing closer relations with Moroccan and French peoples to the mutual advantage of all, he has taken a strong personal interest in all aspects of these relationships, particularly in matters concerning children. He has made possible the

entry of selected Moroccan children into the dependents' school at Port Lyautey, thereby gaining the friendship and gratitude of both parents and children. He has projected the image of good neighbor and helpful friend for the United States. His program of friendship and mutual respect has been so successful that U.S. Naval Activities, Port Lyautey, was awarded the Freedoms Foundation George Washington Medal for Outstanding Achievement for 1960.

## DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ GORDON, Richard F., Jr. LT, USN, for extraordinary achievement in aerial flight on 24 May 1961 while participating in the Bendix Trophy Race as pilot of an F4H Phantom aircraft. Exercising outstanding airmanship and resourcefulness, LT Gordon succeeded in winning the Bendix Trophy Race and in establishing a new transcontinental speed record for jet aircraft from Los Angeles, Calif., to New York, N.Y., with an elapsed time of two hours and 47 minutes, which is 21 minutes under the previous record time for this event.

★ HARDISTY, Huntington, LT, USN, for extraordinary achievement in aerial flight on 28 Aug 1961. As pilot of a Navy all-weather fighter aircraft, the F4H-1 Phantom II, LT Hardisty succeeded in establishing a new three-kilometer, world jet aircraft speed record for Class "C" aircraft. In preparation for the execution of this flight, he exercised brilliant airmanship, initiative, foresight and planning ability. Through this exceptional feat, he clearly demonstrated the inherent capabilities and the maximum performance of a most important aircraft of the U.S. Navy, and focused world attention on the continued significant development of the science of aviation in the United States, and the superiority of her aircraft and pilots.

★ YOUNG, Bobbie R., LTJG, USN, for extraordinary achievement in aerial flight on 24 May 1961 while participating in the Bendix Trophy Race as radar intercept officer of an F4H Phantom aircraft. Exercising outstanding professional skill and resourcefulness, LTJG

Young rendered invaluable assistance to his pilot in winning the Bendix Trophy Race and in establishing a new transcontinental speed record for jet aircraft from Los Angeles, Calif., to New York, N.Y., with an elapsed time of two hours and 47 minutes, which is 21 minutes under the previous record time for this event.

## NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ KASHETA, John P., Jr., LT, MC, USNR, for heroic conduct on 29 May 1961 while serving with the U.S. Naval Auxiliary Air Station, Whiting Field, Milton, Fla. Arriving in a helicopter at the scene of a crashed and burning aircraft in a wooded area in the vicinity of Brewton, Ala., LT Kasheta was lowered to the crash scene by rescue sling and, observing one of the pilots with his clothing on fire and in an unconscious condition, immediately ran into an area of burning gasoline to aid the victim. After beating out the flames which were consuming the pilot's clothing, he carried him for approximately 250 yards to the hovering helicopter, and placed him in the litter for removal to the nearest medical facility. By his prompt and decisive actions, LT Kasheta was instrumental in prolonging the life of the critically burned airman.

★ SMALL, William D., Jr., SA, USN, (posthumous) for heroic conduct in attempting to rescue a companion from drowning in Atlantic Ocean waters at East Beach, St. Simons Island, Ga., on 30 May 1961. When a swimming companion experienced stomach cramps and was unable to stay above water, Small, who was swimming nearby, immediately went to his aid and attempted to bring him to shore, a distance of approximately 200 yards. Battling the strong current and high waves, Small succeeded in towing the victim about 20 feet before becoming almost completely exhausted. He then turned his burden over to another rescuer who had come to their aid. Small proceeded to attempt to swim to shore, but was unsuccessful. By his outstanding courage and selfless efforts, he had been directly instrumental in saving the life of a friend.



# A Scorpion's Tale



## ALL HANDS SPECIAL SUPPLEMENT

"SIR: I read the item about USS Scorpion in your last issue, and found it — as I have the other material you have published on Scorpion — very interesting, since I was attached to that ship from 1908 to 1910."

Thus begins a letter to ALL HANDS from Charles Conner, a retired chief warrant officer. It is typical of letters we have been receiving since January 1959, when we printed our first item about the yacht which served as our station ship at Constantinople, Turkey, from 1908 until the 1920s. In fact, the response might also lead us to believe Scorpion had the largest crew in the history of the Navy—were it not for all the "I-was-there" details our letter-writers can recall.

Because this particular Scorpion was a colorful ship, and because she brought back the good old days for so many readers, she may have done a bit of scene stealing on the ALL HANDS stage. However, we have not forgotten that American Navymen have long sailed in ships named Scorpion — among them a submarine that fought and died in World War II and the nuclear sub, SS (N) 589, which is helping to defend the free world today.

**T**HE OLDEST Scorpion within first hand recollection of Navymen or ex-Navymen now living was the fourth U. S. Navy ship to bear the name. Built in 1896 in Brooklyn, as the private yacht *Sovereign*, she had steel decks covered with selected pine, a large deck house which contained a chart room, deck salon, galley, upper fireroom, lavatory, storeroom and entrance to the engine room. Below decks in the forecabin were quarters for a crew of 36 enlisted men and 10 officers.

Aft these quarters were: The main salon in San Domingo mahogany (which contained an organ, piano and other furniture); a pantry, companion and bath; engine and boiler rooms; the owner's stateroom, decorated in ivory white and mahogany, and extending the breadth of the ship; two good-sized staterooms fitted in the same manner; an after salon, and two other staterooms fitted similarly.

All deck fittings were of Honduras mahogany and her main deck aft, which extended 100 feet from the after part of the deck house to the taffrail, was as unobstructed as a sailing yacht. She had two pole masts and carried two naphtha launches, a gig, a cutter and two dinghies.

The luxury ship was purchased by the Navy for \$300,000, renamed *Scorpion*, and taken to the Brooklyn Navy Yard for conversion. Her mainmast and fittings were entirely removed, the bowsprit cut down, and a battery of 12 guns installed. Steel plating, seven-eighths of an inch thick and eight feet wide, was fitted on the outside for the entire length of her engine and boiler rooms.

This ship, which had a maximum speed of 17.85 knots, was commissioned at the New York Navy Yard on 11 Apr 1898. She arrived at Norfolk, Va., on the first day of May and joined Commodore Schley's Flying Squadron, which included the armored cruiser USS *Brooklyn*, and the battleships *Texas* and *Massachusetts*.

**O**N THE 13th of May, 1898, the ships left Hampton Roads and steamed, by way of Key West, to help establish a blockade off Cienfuegos, Cuba. *Scorpion* was detached from that blockading station on 29



FIRST DUTY for USS *Scorpion* was with Commodore Schley's Flying Squadron shown here at Santiago.

Jun 1898 and arrived off Cape Cruz the following day to help blockade Spanish gunboats in the harbor of Manzanillo, Cuba. In the following days, *Scorpion* harassed the Spanish ships and even captured an 80-ton provisions lighter on 3 July. The crew transferred her coal, which allowed *Scorpion* to remain on station for an extra day.

After the Spanish Squadron had been destroyed at Santiago on 3 July by Admiral Sampson's Fleet, the ships of the blockading force which included *Wilmington*, *Helena*, *Scorpion*, *Hist*, *Hornet*, *Wompatuck* and *Osceola*, sailed again for Manzanillo.

The next morning *Wilmington* and *Helena* entered the northern channel, *Scorpion* and *Osceola* entered in mid-channel between two cays, while the other three vessels steamed up the south entrance.

After running one gunboat on shore, *Scorpion's* starboard five-inch guns became disabled and she was forced to back in to bring her five-inch port battery to bear on other gunboats south of the city.

In succession, another gunboat was sunk and a third set on fire and blown up. Unable to reach a fourth gunboat which lay close inshore to the city, *Scorpion* was turned, and took position abreast of this enemy. After obtaining the range with two of her six-pounders, the first shell from *Scorpion's* five-inch gun blew up the gunboat, apparently having hit the boilers.

During this action she came so close inshore that her sharpshooters attempted to pick off officers on horseback as they rode to issue orders to different shore batteries. She returned the fire of the enemy batteries as long as in range, then steamed out of the harbor to resume blockading station. In this action the blockading force destroyed five enemy gunboats, three transports and a storeship.

**S**CORPION REMAINED ON BLOCKADE duty off Cape Cruz until 3 Aug 1898, then shifted her base of operations to Guantanamo Bay. She carried dispatches between various ports of Cuba until 27 November when she put to sea from Havana for return to the New York Navy Yard on 24 Dec 1898. She was placed out of commission in that yard on

14 Jan 1899 for conversion to a gunboat. During the conversion period, her armament was reduced to two 4-inch rapid-fire guns, six 6-pounders and four 6-mm. Colt machine guns.

*Scorpion* was recommissioned on 22 Aug 1899, and left New York on 20 Sep 1899 to accompany the battleship *Kearsarge* during trial runs off the coast of Massachusetts. She returned to New York on 28 September and entered the Norfolk Navy Yard on 14 October to be fitted out for duty with the Isthmian Canal Commission.

This group was studying a possible canal route between the Atlantic and Pacific Oceans. With the exception of a short tour of dispatch-carrying and patrol duty between Venezuela and Curacao, Netherlands West Indies, *Scorpion* spent most of this period of commissioned time sailing with the canal group.

*Scorpion* was recommissioned for the third time on 9 Aug 1908, and she sailed for Guantanamo Bay on the 17th of August. She later visited New York City and Philadelphia and on 22 Oct 1908 left for duty as station ship at Constantinople. She arrived on 4 Dec 1908.

Shortly afterwards, *Scorpion* received word of an earthquake at Messina, Sicily. She got underway from Constantinople and arrived at Messina on 3 Jan 1909. In cooperation with the International Medical Service, her medical officer, Assistant Surgeon C. E. Rhoades, treated many of the injured and sick with the assistance of his staff on board *Scorpion*. She took seriously injured persons to hospitals at Naples on 4 and 5 January, then returned to Messina to continue treating injured earthquake victims until 8 Jan 1909.

She then resumed her duties as station ship at Constantinople until 6 February when she sailed for Naples, Italy, for repairs. While anchored in the Bay of Naples on 26 Apr 1909, an explosion rocked the nearby Italian submarine *Foca*. The officers and men of *Scorpion* were the first to reach the scene and saved many of the crewmen. Assistant Surgeon Rhoades was again heroic both at the scene of the disaster and later in the dressing station of the Royal Arsenal.



ON 15 JUL 1909 *Scorpion* left Naples to resume her duties as station ship at Constantinople. She continued to act as a ship of mercy during the following years. *Scorpion* also often carried the United States Ambassador on brief diplomatic voyages to various ports of Turkey and Greece.

Serious earthquakes occurred in Turkey on 12 Aug 1912, and *Scorpion* got underway from Constantinople the following day to give medical assistance at the Turkish ports of Sarwi, Heraclytze, Myrophyto, and Kora. She returned to her station at Constantinople on 17 Aug 1912.

When Turkey formed an alliance with Germany at the outbreak of war in Europe, *Scorpion* was requested to shift from her usual winter moorings in the harbor at Constantinople, to the Merchant Basin, Golden Horn, Constantinople. She moored there on 7 Aug 1915 and remained idle until the end of World War I.

Since the United States had not declared war against Turkey, *Scorpion* was not seized, but she was interned on 11 Apr 1917 and kept under Turkish guard until 23 Oct 1918. Her crew was not molested and was allowed liberty ashore. (This is the period which has been the subject of so many letters to the editor of ALL HANDS.)

British prisoners who had been liberated from various prisons in Turkey began to appear in Constantinople on 25 October, and during the next three days *Scorpion* took aboard and helped rehabilitate about 50 of these liberated men.

The ship remained at Constantinople after the war to serve Rear Admiral Mark L. Bristol, High Commissioner to Turkey. As the flagship of the U. S. Naval Detachment in Turkish Waters, she often transported members of various Allied relief organizations between Turkey, Greece and Italy, also landing supplies for the unfortunate people of these and other nations bordering the Mediterranean. She continued duty with the Naval Detachment in Turkish Waters until 4 Nov 1923 when she arrived at Phaleron Bay, Greece, for duty with the U. S. Naval Detachment,

Eastern Mediterranean. Thereafter her principal cruises were conducted from Naples to Ports of France, Spain, Turkey, Greece and Algeria.

*Scorpion* put to sea from Gibraltar on 16 Jun 1927 and returned to the United States. Steaming by way of the Azores and Hamilton, Bermuda, she arrived at Philadelphia on 11 Jul 1927. She was decommissioned in the Philadelphia Navy Yard on 22 October 1927 and remained in that status until her name was stricken from the Navy list on 24 Mar 1929. *Scorpion* was sold on 25 Jun 1929, to an iron and metal company in Baltimore, Md.

THIS WAS THE END of a colorful ship which operated in a colorful era. There were, however, several other U. S. Navy ships named *Scorpion*.

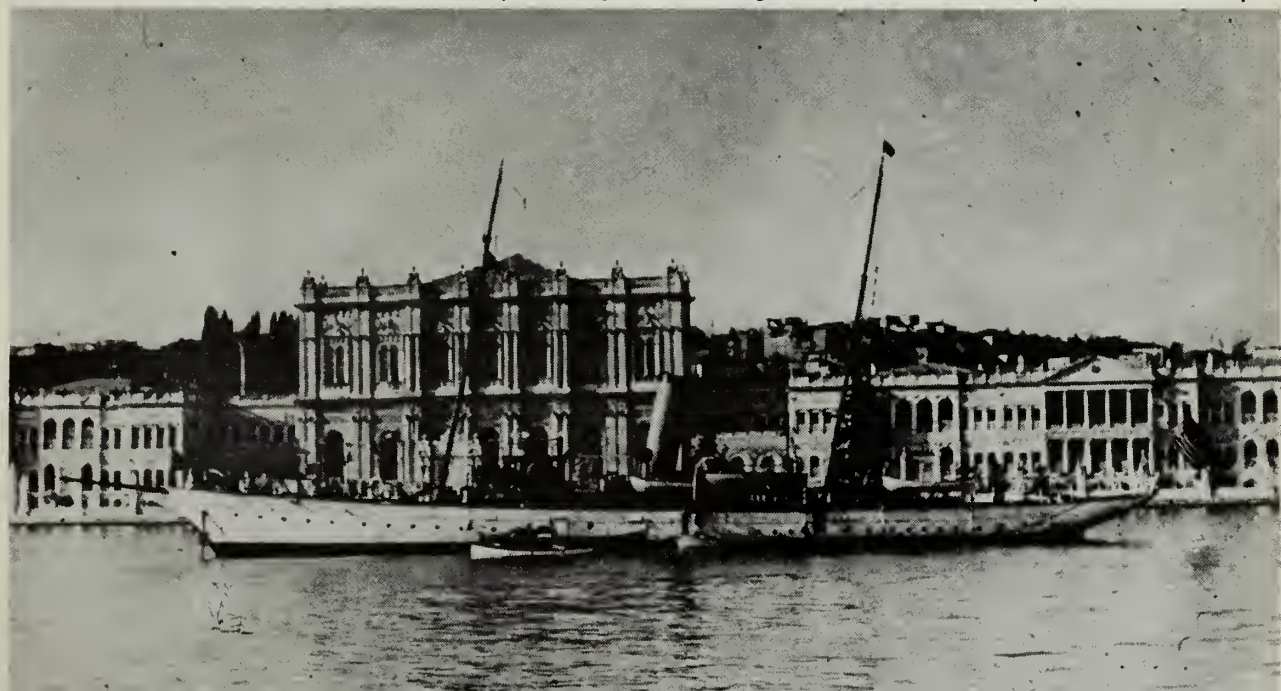
The first was a schooner which operated from 1812 to 1814 in the Washington, D. C., area. She was armed with one 18-pounder and two 12-pounders and was classed as a cutter or sloop. On 21 Aug 1814 that *Scorpion* was burned by a detail of U. S. sailors, rather than have the ship captured by the British.

*Scorpion* number two was a two-gun schooner which had a complement of 35 officers and enlisted men. She was launched in the spring of 1813 and in the summer of that year, joined Commodore Oliver H. Perry's squadron for the Battle of Lake Erie, fought on 10 Sep 1813. After the victory, which resulted in the capture of two British ships, two brigs, one schooner and a sloop, *Scorpion* operated in the Thames River in support of General William Henry Harrison's forces. Her main job was to transport ammunition and stores captured from the enemy.

After being laid up at Erie, Pa., during the ice-bound winter months of 1813-1814, *Scorpion* and another schooner, *Tigress*, moved to Lake Huron to set up a blockade of Canada's Nautawassaga River and Lake Simcoe.

The two schooners effectively cut off supplies and provisions so that by September 1814, the enemy garrison at Fort Mackinaw was threatened with starvation.

ON STATION—In December 1908 *Scorpion* began her long cruise as station ship at Constantinople.



While anchored near the shore off St. Joseph's during the evening of 3 Sep 1814, *Tigress* was surprised by a force of 100 British and Indians which had been sent out in five boats from Mackinaw to raise the blockade. Outnumbered three to one, the men of *Tigress* were soon overwhelmed by the enemy boarders. The enemy remained aboard *Tigress*, which was kept in the same position with her pennant flying. The men hid when *Scorpion* approached on 5 September to within two miles of *Tigress* to anchor for the night. At dawn on 6 September, *Tigress* ran alongside the unsuspecting *Scorpion*, and the enemy boarders rushed from their concealment to capture the small crew and hoist the British flag. Both schooners were taken into Mackinaw where their crews were imprisoned. *Scorpion* was then taken into the service of the Royal Navy as the 4-gun schooner *Confiance*.

**T**HE THIRD *Scorpion* was the former steamer *Aurora*. She was built in 1846 and purchased by the U. S. Navy for \$65,000. She had an over-all length of 152 feet, beam of 25 feet, and a depth of hold of 10 feet.

This *Scorpion* was commissioned at the New York Navy Yard on 23 Feb 1847 and put to sea on 4 Mar 1847. After repairs in the Philadelphia Navy Yard, she steamed, by way of Havana, Cuba, to join the Home Squadron in the Gulf of Mexico.

The squadron arrived at Anton Lizardo on 27 April, and on 16 Jun 1847 *Scorpion* was the flagship of Commodore Matthew C. Perry in the expedition against Tabasco. She towed *Vesuvius* and *Washington* up the Tabasco River, landed a force at Tabasco, and gave other assistance for the occupation of that city. She returned to Anton Lizardo on 24 Jul 1847 and frequently cruised from that base to Vera Cruz, Alvarado, Frontera, and Salmadina, carrying troops and provisions. In January 1847 she arrived at Laguna, where she remained until the close of the Mexican War. *Scorpion* left Laguna on 23 Jul 1848, steamed by way of Havana and Norfolk, and arrived at the Brooklyn Navy Yard on 11 Aug 1848. She was decommissioned ten days later and sold at public auction on 18 Oct 1848 for \$14,500.

**T**HE FOURTH *Scorpion* was, of course, the one already discussed. *Scorpion* number four was also

the last U. S. Navy surface ship of that name to be commissioned.

The fifth *Scorpion* was a submarine (SS 278) and was not named for the other four *Scorpions*. This *Scorpion* was named for a fish that is found off the coast of California.

*Scorpion* wasted little time between her keel laying and the war. Her keel was laid on 20 Mar 1942 at Portsmouth, N. H. She was launched on 20 July 1942, commissioned on 1 Oct 1942, left on her shake-down cruise on 15 Jan 1943, and left Pearl Harbor for her first war patrol off the coast of Honshu, Japan, on 5 Apr 1943.

After planting 22 mines about 30 miles south of Naka Minato, *Scorpion* commenced her first search for enemy shipping. A little before noon on 20 Apr 1943, she torpedoed and sank the 1934-ton converted gunboat *Meiji Maru No. 1*.

She riddled a sampan with three-inch gunfire the next day and on 23 April, intercepted two freighters under escort of a destroyer. *Scorpion* made a high-speed submerged approach in the early morning moonlight, fired three torpedoes at the lead freighter and managed to fire another at the second freighter.

The escorting destroyer headed her way, but *Scorpion* maneuvered clear of a string of 13 depth charges and upped periscope to observe the first target running toward the horizon and the second freighter almost dead in the water and down by the stern. *Scorpion* started to give chase, but was discouraged when the enemy destroyer headed in at high speed to break off this attack.

Four days later *Scorpion* found a convoy of four freighters steaming in columns of two with an escort in front center. She fired a spread of four torpedoes at the lead freighter in one column, then shifted attack to the second ship in line. As she swept the sea with her periscope, two torpedoes exploded just forward and aft of the stack of the lead freighter, followed by two more hits on the enemy's bow and stern.

A moment later the escorting destroyer appeared "to rise out of the water" and headed for *Scorpion*. A deft maneuver put *Scorpion* clear of eight depth charges which exploded harmlessly in the water some distance away.

**SAME NAME**—*Scorpion* number five, a sub in WW II, disappeared while on fourth patrol in Pacific.





EARLY THE NEXT MORNING, *Scorpion* sank the 6380-ton passenger-cargo ship *Yuzan Maru*, and then battle-surfaced and sank a 100-ton patrol vessel with gunfire. On 30 April *Scorpion* closed a 600-ton patrol vessel.

As she passed broadside at 800 yards, her three-inch gun jammed, but she raked the patrol vessel with her other guns. *Scorpion* drew out of range to clear the three-inch gun while the enemy released a heavy white smoke marker for aircraft and drew off to the south. *Scorpion* moved in at flank speed for another try, and her first shot hit the enemy's stern, raising a big smoke cloud. All guns were firing as she closed to about 400 yards.

By this time the target had stopped dead in the water with her forward gun out of action. From several points along the bulwarks, however, the flash of machine gun fire was observed, and it persisted in spite of *Scorpion's* rapid fire.

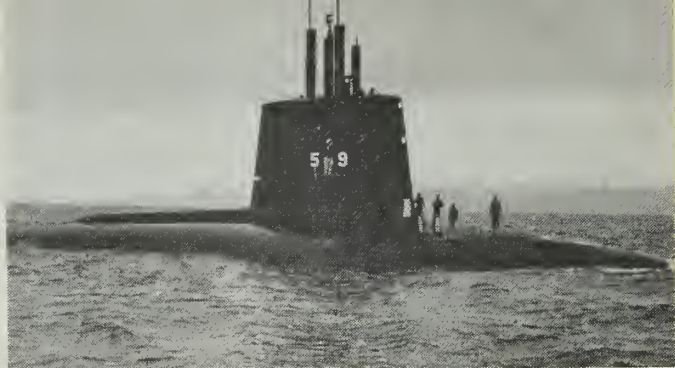
During this action LCDR Reginald Marbury Raymond, making the patrol as prospective commanding officer, was fatally wounded by an enemy bullet as he fired a Browning automatic rifle from *Scorpion's* bridge railing. The enemy ship refused to sink after this second attack, although riddled with gunfire. *Scorpion* then spun to bows on, backed to 500-yard range, and fired her last remaining torpedo—which disintegrated the enemy in a tremendous explosion. Seven minutes later her radar picked up an enemy plane and she made a quick dive as two aerial bombs exploded in the sea at a considerable distance away. She ended her patrol at Pearl Harbor on 8 May 1943.

TWENTY-ONE DAYS LATER *Scorpion* left Pearl Harbor for her second war patrol. During the morning of 3 July she went to battle stations when a contact developed into a convoy of five freighters with destroyer escort. She fired salvos of five and three torpedoes with divergent spread and heard five resulting explosions. The 3890-ton cargo ship *Azan Maru* and the 6112-ton passenger-cargo ship *Kokuryu Maru* were sunk.

*Scorpion* didn't wait around to watch the fire. There were three "policemen" on the beam ready to attack. *Scorpion* started down after the last shot, and received seven close depth charges as she stopped screws and settled to the bottom to avoid stirring up a mud trail.

Two minutes later a chain or cable was dragged over her hull, followed by close depth charges. The drag passed over her hull again as she moved ahead to deeper water with radical course changes, enduring four more close depth charge attacks before evading the enemy.

ON 8 NOV 1943 *Scorpion* was running up the Marianas group from Agrihan to Farallon de Pajaros Islands. She sighted smoke and commenced an end-around to submerge in the track ahead of what appeared to be a 3000-ton steamer. Three torpedoes were fired at the enemy, but they passed directly under the shallow draft of the "target," a Q-boat which turned sharply with the whine of high-speed diesel engines and dropped 11 depth charges, eight of which were awfully close.



TODAY—USS *Scorpion*, 55(N) 589, sails off Scotland.

(A Q-boat, to all outward appearances, is a humble, unarmed ship plodding across the ocean—but appearances can be deceiving. In this case, behind collapsible bulwarks and canvas screens were concealed heavy guns, depth charges and even torpedo tubes. Down below, watertight compartments were loaded with timbers designed to keep the vessel afloat despite repeated torpedoings.)

*Scorpion* moved on.

Near daylight on 13 Nov 1943 *Scorpion* made her third contact, a convoy of one freighter and a large tanker, screened by three escorts. Despite the threat of the three escorts which patrolled ahead on the port beam and on the port quarter of the tanker, *Scorpion* attacked and scored one torpedo hit.

With one escort only 150 yards off her port quarter she went deep to evade a string of nine depth charges. About two hours later she came up for a look just in time to see all the escorts attempting to locate her with cross bearings. The tanker was now dead in the water and down by the stern. About this time one escort reversed course and headed for *Scorpion*. The sub quickly cleared the area for reconnaissance of Saipan Island.

THE FIFTH *Scorpion* was lost on her fourth war patrol. Commander M. G. Schmidt took her to sea from the Submarine Base at Pearl Harbor on 29 Dec 1943. After fueling at Midway, she cleared that harbor to patrol the China Coast.

*Scorpion* was to depart her patrol area no later than sunset on 12 Feb 1944 and stop at Midway for fuel before return to Pearl Harbor for refit. On the afternoon of 4 Jan 1944 she reported that one man had sustained a simple fracture of the upper arm and requested rendezvous with USS *Herring* (SS 233) which was then in her vicinity and returning from patrol.

*Herring* made rendezvous with *Scorpion* on the afternoon of 5 Jan 1944, but heavy seas made it impossible to transfer the injured man to *Herring* for return to Midway. *Scorpion* reported the case under control before midnight and *Herring* set course for Midway. *Scorpion* was not seen or heard from again. She was presumed lost on 6 Mar 1944, and Japanese records examined after the close of the war furnished no clue to her fate. It is possible that she struck one of the mines which were strung in an extremely thin barrier across the Yellow Sea.

These were the Navy's five *Scorpions*. Fine ships with a fine, historic name. If the foregoing account strikes a nostalgic chord or recalls some facts that we have failed to mention, let us hear from you.



# TAFFRAIL TALK

**T**EMPUS — as it always has, and, conceivably, always will — fugits. Its latest bit of fugiting has produced two more additions to the ALL HANDS staff.

First off, moving into the Art Department is Mr. Fontaine Sneed, a Stafford, Va., product who's giving his third branch of service a whirl.

A Marine Corps enlisted man for nearly four years in the early 1950s, Fontaine received his certificate in commercial art at the Richmond, Va., Professional Institute, a branch of William and Mary College. The past four years, before he decided to cast his lot with the Navy, he spent as an illustrator in the Training Aid Section for the U. S. Army Engineers at Fort Belvoir, Va.

Reporting in for duty with our admin and research sections, meanwhile, was Don Flanagan, YN2, USN.

A Philadelphia, Pa., native and seven-year Navyman, Don comes to us fresh off a near-three-year tour at Little Creek, Va., as a staff member of the *Gator*, that fine service newspaper which represents the Amphibious Force, Atlantic Fleet.

★ ★ ★

The time is still far off, we keep saying (desperately) when automation will make it possible to operate whole ships (or magazines) with just a couple of button-pushers.

Comes news now, however, of a development which all of us who have ever manned a paint scraper or wielded a paint brush can applaud. It's a robot which, its developers claim, can prepare and paint a ship faster, and more cheaply than any perspiring deck gang.

It has magnets set into rubber treads similar to those on tanks. These magnets keep the little monster stuck to surfaces, and the caterpillar-type treads, powered by an air turbine, carry it in any direction. It is guided by an operator using pneumatic controls, while paint is fed through a hose under pressure.

With things such as this coming along—hurrah for science.

★ ★ ★

We've often used this space in the magazine to mention (or expand upon) an item culled from one of the hundreds of ship and station newspapers published throughout the Navy. We've undoubtedly mentioned before that ALL HANDS receives a copy of each of these papers, and that scanning through them can oftentimes be an enjoyable and informative experience.

In this connection we'd like to pay tribute to one of the very best of them — the *Adak Sun* — and its energetic, imaginative editor, YN1 H. T. Davis, and his aides.

The *Sun* is a 12-page, mimeographed paper published weekly by the Special Services Department, NavSta Adak. And through all twelve pages, and to the very limit of its facilities, the *Sun* handles its mission by presenting local material (as opposed to filling its pages with "canned" items) in a lively, far-ranging, attractive style. Writing, editing, reproduction and layout all exhibit the application of plenty of thought and elbow-grease. A couple of off-the-cuff, chit-chat type columns are admirable means of getting the word around in a clever way.

For what it's worth, then — a tip of the ALL HANDS hat to Editor Davis and cohorts.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

## ALL HANDS

The Bureau of Naval Personnel Information Bulletin is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. The issuance of this publication was approved by the Secretary of the Navy on 27 June 1961. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

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### • AT RIGHT — GETTING READY —

Navy cooks step into the spotlight to add their touch to festive occasions such as Christmas and Thanksgiving. Here, Tom Eckhart, CS2, USN, prepares a meal on board USS Northampton (CLC 1).

**ALL HANDS**







**WEATHER OR NOT  
NAVY ON THE JOB**





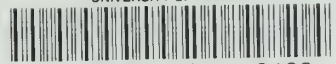












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